

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8812

第七初月八年二統宣

SATURDAY, SEPTEMBER 10, 1910.

六拜禮

號十月九年十

SIX PAGES. SINGLE COPY 1/6

CONTENTS.

Births and Deaths.

Local Intelligence.

Legal Intelligence.

Police.

Correspondence.

Miscellaneous Articles and Reports.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

Notes by the Way.

Volunteers.

and a period of hard labour. We do not aver that there is any excuse for gambling. Any observer can see for himself that it is wrong. Yet the same observer, probably, will be the first to suggest an after dinner game of Bridge or Euchre at one-shilling points. As a matter of fact, the gambling instinct is inherent in us all. The sole question that remains is: How shall we keep it within reasonable bounds? Legislation spelling total suppression has been tried and has not met with success. When the gambling divans were peremptorily closed in Hongkong it certainly was found that a great deal of corruption existed as between the Police and the gambling den proprietors. That evil was eradicated by wholesale dismissals. But that did not stop gambling. A Chinaman is a gambler inherently. In whatever country he may live, the gambling instinct dominates his actions. Which brings us back to the argument that it is useless to endeavour by legislation to cut out a thing which is part of the nature of human kind. The closing of gambling shops forcibly simply leads to worse evils. Sly gambling quarters spring into existence, subject to no supervision, whereas under the old conditions they were under the direct control of the Police. It is true that in the old days the Hongkong Police winked their eyes in the direction of dubious practices in these places, but things are not now as they were then. Our Police Force is one of the best in the King's dominions and are like Caesar's wife above suspicion. Therefore they can be trusted to see to a proper supervision of gambling shops if such things were. Instead of that, however, we find in our midst hundreds of nominally illegal gambling dens which are under no authoritative jurisdiction except an occasional Police raid—generally resulting in the death of some poor fellow who jumps over the verandah in order to escape arrestment. In the native clubs, it is notorious that heavy gambling goes on. Of course this concerns only the wealthy Chinese. Referring to this matter of gambling in clubs, the Superintendent of Police in Shanghai says: "Hitherto it has been the custom for natives of business capacity, often of questionable character, to request some influential friend to apply to the Council for a licence under the name of president. The promoter having secured the president then invites some friends to place their names on the list of prospective members, and in several instances the promoter has put names on the list without the knowledge of the person or persons named. After the licence is duly issued the promoter assumes the role of Manager, apparently paying a monthly pecuniary consideration for the use of the licensee's name. The manager having taken over control of the club levies a nightly subscription on the members for the use of the tables and in one instance the manager obtained a certain percentage of the winnings. Books found in four clubs went to show that hundreds of dollars were obtained monthly in this way." There is little doubt that a similar state of things exists in this Colony, and it would be to the advantage of the Police to take cognisance of such rather than to raid coolie shelters.

EMPIRE WIRELESS.

The above caption had better be explained at the outset. It does not imply that the British Empire has suddenly become dispossessed of means of communication by wire. It denotes that a new term or word has crept into our household vocabulary. In these latter days, we are prone to abbreviation of words; hence the correct expression "wireless telegraphy" has been shortened into the dissyllable "wireless." Insignificant as far as philology is concerned, we are all acquainted of the circumstance that "wireless" is the term by which it has become common to describe the operations of Marconi's world-famous discovery. A decade ago such a thing as telegraphy without wires would have been laughed to scorn. "Sufficient unto the day is the evil thereof," and the skeptics who formerly scoffed at the seemingly outrageous idea of transcending space by means of a puny wire have now to stomp dumb when confronted with a system that discards wire communication altogether and transmits its messages through ether unaided by the faster appliances of human construction. If one were required to show an example of the vast change that has come over the scene since the advent of "wireless" one could not quote a better instance than that of Dr. Crippen and his paramour. Lo, Neve, who, as the consequence of a horrible wife-murder by means of "wireless," Tenyson writes of the "fiery white light that beats upon a throne." Marconi's invention has made the fierce white light of "wireless" capable of being thrown upon individual or communal action apart from kings or princes. Its use as a factor in crime detection has been fully demonstrated in the Crippen case. Its employment in the mercantile marine is already recognised extensively, and in the Navy almost every ship of every nation is equipped with "wireless" apparatus. An Imperial system of wireless telegraphy making it possible for every British possession to be linked up by wireless stations is one of the fascinating developments which the future may be said to hold in store. This idea of a network of wireless stations connecting the different parts of the scattered British Empire has been the cherished ambition of Mr. Marconi. Now that a transatlantic wireless service is an accomplished fact, Mr. Marconi has been able to shape the idea of an Imperial system into a definite scheme, which at the present moment is considered by the Colonial Office.

Here are a few ways in which the Empire could be connected up:—Montreal to Sydney; Montreal to Glace Bay; Glace Bay to Vancouver; Vancouver to Hongkong; Hongkong to Singapore; Singapore to Perth; Perth to Adelaide; Adelaide to Sydney; England to Wellington; New Zealand; England to Gibraltar; Gibraltar to Malta; Malta to Alexandria; Alexandria to Aden; Aden to Bombay; Bombay to Colombo; Colombo to Singapore; Singapore to Perth; Perth to Adelaide; Adelaide to Sydney; Sydney to Wellington (New Zealand); England to China; England to Gibraltar; Gibraltar to Malta; Malta to Alexandria; Alexandria to Aden; Aden to Bombay; Bombay to Colombo; Colombo to Singapore; Singapore to Hongkong; England to Africa; England to Gibraltar; Gibraltar to Aden; Aden to Bombay; Bombay to Durban; Durban to Cape Town; Alternately—England to Bahrst; Bahrst to Sierra Leone; Sierra Leone to St. Helena; St. Helena to Cape Town. The number of wireless stations absolutely necessary to connect the British possessions need not be more than about twenty, and an expenditure of a million pounds would be involved in building them and about £200,000 involved in operating them. It has been suggested that either the Government should work this Imperial system of wireless stations themselves in conjunction with the various Colonial Governments and pay the company who erected the stations so much a year, or agree to pay the contracting company so much per station in addition to a reasonable margin of profit. Should the scheme receive the necessary encouragement to bring it into effect it will mean not only a revolution in the cost of telegraphic communication, but probably in time the introduction of as cheap a rate as a penny a word.

PORT TRADE IN NORTH CHINA IN 1909.

(5th September.) In the Port Trade Statistics and Reports for North China in 1909, some striking instances are to be found of the wonderful development that northern ports have undergone during the past few years. The main feature in last year's trade was the increase in the exports of beans and beancake from Manchuria, and to all accounts this trade is likely to be even greater in the present year, notwithstanding high prices now ruling. If the staple should be held up, at any rate its products are being exported in increasing bulk. At Dairen, for instance, a new department of the port trade was introduced by the opening of a market for bean-oil in Europe. Hitherto this oil had been regarded merely as a by-product of beancake and had been exported almost exclusively to South China ports. There is some probability, therefore, that in future the positions of each other will be reversed and that the latter will become one of the principal articles of export abroad. Greater expedition in moving cargo has been expedited largely by the use of locomotives, and electric cars are to be employed for the same purpose. Now, 10,000 tons per day can be loaded and discharged as against 5,000 tons in 1908. This capacity will shortly be raised to 15,000 tons when the wharf extensions are completed, and this again will be doubled by the projected grain elevator and coal shipper. The restriction upon the entry of vessels into Port Arthur was practically removed by a notification of the Kwantung Government issued on the 8th July, since which time junks have been permitted to enter a certain portion of the second section of the harbour during the daytime only. The rumour about the opening of Port Arthur to general commerce has been confirmed by a statement made in the Japanese Diet on the 27th January, 1910, by Count Komura, Japanese Minister of Foreign Affairs. It is probable that the South Manchuria Railway Company will use the port as a depot for the export of coal. The prosperity of Port Arthur in future would appear to depend upon its being thrown open without restrictions of any kind, as well as upon the rate of railway freights to the interior. Mr. Francis A. Cull, the Customs Commissioner at Newchwang, states in his report that in spite of very persistent accounts from certain quarters that the trade of Newchwang was a fast dying one and that the port was suffering from commercial stagnation, the trade of 1909, taken all round, has been of a most satisfactory character, and although the value of imports is not so large as in 1905, which holds the record, the value of exports exceeded that year's figures by 25 per cent. The conditions of trade were round throughout, and there was none of the rash speculation which formed one of the objectionable features of the trade of 1905. The net value of the trade amounted to 55,018,080 taels, an increase of more than 13,800,000 taels over the trade of the previous year and 22,700,000 taels over that of 1907, but it fell short of the record year—1905—by almost 62 million taels. This last fact is no doubt explainable by the fact that whereas Newchwang was in 1905 the only door through which the trade of Manchuria passed, she has now to face the competition of two powerful rivals—Harbin in the North and Dairen in the South. That Newchwang should have held its own in the face of this competition seems to augur well for the future of her trade. In the Spring the Harbin port opened on 24th March and by the end of the month 48 steamers were in port. During the year, the total shipping aggregated 64,5 vessels with a tonnage of 55,755 tons, an increase of 235 vessels and 13,944 tons over the entries in the preceding year. The Japanese flag headed the list with a total of 1911 vessels, 17,477 tons.

British flag took second place with 177 vessels, 220,761 tons. Third place was taken by Chinese shipping—79 vessels, 69,144 tons. In the Native Customs Report for Newchwang, Mr. Stanley F. Wright remarks that since 16th September when a Viceroy's proclamation was posted ordering that all importations of the drug from outside Manchuria should be accompanied by a special *hukuo* from the Mouken Min Cheng Sui, not an ounce has been declared, and in consequence the price of opium in the shops of the licensed dealers has doubled. The excessive intriguery, however, overreaches itself. Smuggling the drug has become more profitable, and as there are no Customs stations at either of our local railway termini, it is also a safe venture. Passengers have not been slow to make good use of the opportunity. At Tientsin the total revenue collection in the year amounted to 2,752,015 taels, an increase of 735,568 taels as compared with the previous year. The year's collection, though falling considerably below that of the record year 1906, when foreign imports contributed most largely to the total, may, in respect of the growth of export trade, be taken as of more value to the country, for whilst the large revenue collected in 1906 was greatly due to a forced and reckless increase of foreign importation, which produced subsequent overstocking of the market and partial stagnation of trade, the total collected in 1909 shows an increase which, if not very remarkable, is based on steadier and sounder foundations and gives good hope for the future. At Chefoo, we read, trade, though stationary as regards imports, showed remarkable expansion under exports, with the result that its gross value reached a total of 44,320,000 taels: somewhat more than the highest figure yet attained in any one year. The returns for the past year are regarded as full of promise for the future, more especially as the two crying needs of the port, a railway and a breakwater, are receiving the earnest attention of the Government and will, there is reason to hope, be provided at no distant date. The emigration to Russian Manchuria suffered a severe set-back in 1909, mainly as a consequence of the prohibitive tariff on certain imports—including many of the necessities of life for the Chinese coolie—which came into force at Vladivostok. Only 17,000 persons left and 20,000 returned by the Vladivostok route. The bulk of the exodus through Chefoo was via Dairen and Antung, many of the coolies finding work on the railway no doubt. There returned from South Africa 1,842 coolies, leaving about 1,700 in all to return to Chefoo and Chingwang. On the whole the trade returns for Northern China ports may be looked upon as eminently satisfactory and full of promise for the future.

THE CANTON CHRISTIAN COLLEGE.

(6th September.) We have to acknowledge receipt of the President's (Mr. Charles K. Edmunds) Report for 1909-10 as published by the Trustees of Canton Christian College, 156 Fifth Avenue, New York. Its perusal affords an insight into the valuable scheme of work that the College is pursuing in helping China to move "out of the old life into the new." Though the history of this organisation is pretty generally known amongst European residents here, this may not be an inopportune moment to recapitulate certain of its records. The movement was inaugurated in 1885 by Rev. Andrew P. Happer, D.D., in the interests of the missions of all denominations at work in South China; and the present period of development dates from 1904 when the College secured its permanent site. The College property of 45 acres is situated on rising ground in the open country across the river in the east suburb of Canton—the commercial, literary, and official metropolis of South China—with a population of 1,500,000, ninety miles up the Pearl River from Hongkong. The site is a magnificent one and is known as "Honglo," meaning "Peace and Happiness." The field of labour embraced by the College extends all over the Two Kwang Provinces, containing upwards of 50,000,000 Cantonese. Its *raison d'être* is the widespread desire existing for the acquisition of Western knowledge and the belief that "No single agency can compare with the superior advantages offered by Christian education to mould the new civilisation of China's millions." As regards the character of its teachings, nothing could be more commendable: it is plain and simple, Christian, missionary, undenominational—emphasising thorough teaching and discipline, promoting in every way strong Christian manhood, and preparing Christian leaders for New China. Its work is elementary, preparatory, collegiate and technical, and also gives systematic attention to physical culture. That its work is thorough may be gathered from the fact that it teaches Western subjects in English, Chinese subjects in Chinese, and English by the conversational method, while requiring a high standard in Chinese. The College has no less than 200 students on its roll and it is reported that their close personal contact with teachers has resulted in marked improvement, so much so that the character and bearing of the student body constantly attracts public attention. After a visit last year to the Institution of Rev. T. W. Pearce as member of the Advisory Board, the reverend gentleman wrote the following laudatory words, which speak for themselves:—"My visit of five days at the College was most delightful. I returned here thankful beyond measure for the privilege of the privilege of observing this institution with teachers and students. The simple, earnest, religious character in the teaching staff is the real inspiration tending always to enhance the fine mental and moral qualities that are always in evidence. I shall treasure the memory of two or three services and meetings at the College during the time of my stay." One of the most estimable features in the constitution of the College Board of Trustees as well as in the general workings of the organisation is the evident earnest desire to avoid denominationalism. So far as the teaching staff is concerned, many changes have taken place during the year under review, both in American and Chinese sections. Speaking of the latter, the President, Dr. Edmunds, remarks that it is very difficult to secure properly qualified Chinese members of the staff. The solution of the difficulty, in part at least, seems to be the appointment of their own graduates to instructorships, and he is glad to report that they have made a good beginning in this direction in the choice of Mr. Lam Yu Cheung and Mr. Wong Kai Ming, both graduates of the Preparatory School in 1908, as instructors in English and Arithmetic, respectively. A peculiar fact pointed out by Dr. Edmunds is that it is harder to find suitable Chinese teachers to teach the higher Chinese history, literature, and composition than it is to secure competent Chinese instructors for the elementary classes in modern or Western subjects. Chief among the activities of the staff, says the President, should be mentioned the ceaseless efforts that Mr. W. K. Chung, M.A., Headmaster of the Chinese Department, has been making on behalf of the fund for providing the necessary dormitories, the first of which is now in process of building at a cost of \$39,000 provided by Chinese subscribers. Mr. Chung has been the mainspring of this campaign and deserves great credit for the success thus far achieved. He reports that the dormitory fund to date is \$49,000 local currency subscribed, and \$23,000 collected. Among the large subscriptions may be noted \$10,000 Chinese local currency by a Canton gentleman; \$2,000 by the Viceroy of Canton; \$1,000 by the President of the Waiwup (foreign office at Peking); \$1,000 by the Taoist of Shanghai, who is a Cantonese; \$1,000 by Sir Chen-tung Liang Cheng, former Minister to America, now Minister to Germany, who has five nephews in the school. Mr. Chung proposes to carry the campaign forward for a second dormitory, and about April, 1910, went to Singapore and Siam in behalf of this, and will round up the campaign in Canton during the next few weeks. College work for the most part so far has been developed in temporary quarters and without adequate facilities, and it is confidently hoped that under improved conditions the work will be conducted with greater efficiency even than it has been in the past. We think that the Christian College and the Hongkong University will have many interests in common when both are working contemporaneously, and there can be no doubt that our local Senate will be able to obtain numerous valuable hints from the experience which the Trustees of the Canton College have already gained.

BRITISH BATTLESHIPS IN THE FAR EAST.

(7th September.) When at the conclusion of the Russo-Japanese war, the British Admiralty saw fit to withdraw all the battleships from the China Station, there was a good deal of perturbation evinced both out East and at Home, and the wisdom of this action was freely questioned. In Naval circles, opinions were divided, for it was considered by many Navy men that the withdrawal of the battleships from the China Station and their incorporation in the Home Fleet was justifiable as being part of a great scheme of concentration of forces in the English Channel and the North Sea, rendered necessary by threatened invasion; and that the depleted China Squadron was quite equal to meet any emergency that then might arise in Far Eastern waters, especially considering that the seapower of our ally Japan had been established as absolute in the Pacific for the time being. But there were no two opinions entertained on the subject among British civilian residents in the East. The disappearance of our battleships was regarded with disapprobation—in some quarters with alarm. Nor was the reason for this feeling far to seek. Britishers living in Asiatic countries are being constantly reminded in their every-day lives of the importance of our prestige being highly maintained amongst Oriental peoples and not permitted to suffer in comparison with that of other Powers. For the lowering of prestige means the loss of trade. It spells "loss of face," too—that important factor which must be given a foremost place in all international as well as in personal dealings between Chinese and Europeans. It was little wonder, therefore, that the Admiralty's action in ordering Home the battleships was generally denounced as a mistaken policy. The British flag must not be allowed to suffer collapse in the estimation of Eastern nations. To the Oriental mind, ostentation and display are taken at a premium, not at a discount. Some Powers do not hesitate to employ such means of conveying to the native mind their supremacy amongst the European group. We do not for a moment suggest that Great Britain should follow such a nefarious example. But she should at any rate have a showing equivalent to her real power and strength. On a recent auspicious national occasion, when one might well have expected the flag to be in Hongkong Harbour, the majesty of our Navy was represented only by the old *Ham*. There can be no doubt about the importance of the subject.

of a great warship has upon the people of any Oriental port or harbour. Witness the awe and wonder of the inhabitants of Persian coast ports when a few years ago a huge British cruiser appeared in the Gulf. No craft bigger than gunboats hardly had ever been seen on those coasts before, and these had been taken as representing the might of Britain's Navy. The great cruiser served to give a more accurate estimate of its magnitude. So it was with general feelings of satisfaction that we heard the announcement that the Admiralty had at length resolved to restore a part at least of our diminished strength and prestige by sending out two battleships to enforce the China Squadron. These magnificent warships, according to the original programme, should have been here already, but for some reason that does not transpire they were detained at Malta, longer than was expected. However, they are due to arrive in Hongkong very shortly. Their arrival will increase the displacement tonnage of the Squadron by nearly fifty per cent, and the gun-power also to the same extent. The two battleships mount four ten-inch guns each in their main armament, with fourteen seven and five ten-inch weapons. The ten-inch gun is not carried by any ships at present in China, while the number of 7.5 inch pieces will be increased from ten to thirty-eight. It is suggested that the next ships to be sent to Chinese waters will be some of the armoured cruisers of the *Cressy* class which would replace the smaller *Cornwallis* class, of which three are at present in the Far East. The *Cressy*, *Barrow*, and *Regent* are undergoing or have undergone extensive refits at Chatham dockyard. There is however plenty of time before the next change will be required to be made. At the present moment, the most powerful unit in the Squadron out here is Vice-Admiral Winslow's flagship the *Maurer*, 14,600 tons and 27,000 horse power. The other first-class cruisers on the China Station are the *Kent* and the *Monmouth*, 9,700 and 9,000 tons respectively. In the same class was the ill-fated *Bedford* which was lost a few weeks ago in the Straits of Korea. Her place is to be taken by the *Amethyst*, a new second-class protected cruiser. This will be the first commission of the *Amethyst*, which has just been completed by Messrs Armstrong, Whitworth and Co. The China Squadron is the weaker by this substitution because the *Bedford* was an armoured cruiser, and of more than double the *Amethyst's* tonnage which is only 4,800 tons. The other second-class cruisers in the Squadron are the *Albatross* and the *Flores*, of 4,350 tons each. So far as other foreign fleets in China waters are concerned, the most powerful warships are the German flagship *Scharnhorst*, 11,600 tons; the U.S. flagship *Charleston*, 9,700 tons; and the French flagship *Dupleix*, 7,000 tons, 10,000 tons.

EARLY MARRIAGES IN THE EAST.

(8th September.) Every day we see fresh evidences of changing thought in the East: of a growing desire to place social conditions on a more rational basis than hitherto existed, and in general to adopt that which is best and most worthy of adoption in Western civilisation. Naturally, this upward trend towards a more enlightened order of things has acted in both of the two ways in which it could act—relaxative and suppressive. Abuses of social convention have been removed; more latitude has been extended where before unseemly restrictions prevailed. In China, for instance, foot-binding has been prohibited, or at any rate discontinued, by Imperial decree, largely through the instrumentality of the late Empress Dowager whose breadth of view and wisdom for her people's welfare were recognised and appreciated by Chinese and Foreigners alike. On the other hand, highly restrictive measures have been adopted to stop opium smoking in China, and these appear to have had a decidedly effective result if one may draw conclusions from viceregal and Customs reports, though, curiously enough, the import of foreign opium into China shows an increase instead of a falling off. Again, the question of cutting off the queue, long regarded as the serious attention of many official high in office, and it was not long ago since His Excellency, Mr. Tung-tung, Minister at Washington, memorialised the Throne on behalf of the Chinese merchants, travellers and students in America for an Imperial Decree enabling them to discard the queue without loss of prestige. And so the old order of things changes. Now we read that His Excellency, Mr. Kwang-tung, the Educational Commissioner for Kiu-tai, has set his face against early marriages and has published an order forbidding the marriages of youth under twenty years of age and maidens under seventeen years. It is interesting to learn that the parents of the bride and groom are subject to punishment for any failure to observe this new order. The same tendency towards the raising of the marriageable age is manifest in India at the present day, the most notable instance being the marriage of the Prince of Wales, which was regarded by the Hindus as tantamount to the espousal of girls who were scarcely attained the age of puberty. In China, the practice of early betrothal, common in the past, has been almost entirely abandoned. The young man is now usually betrothed at a later age, and the betrothal is usually a mere formality, the actual marriage being deferred until a more suitable time.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 10, 1910.

GAMBLING.

(3rd September.)

Most of us are aware of the suppressive measures taken by the Hongkong authorities in the matter of gambling. In the earlier days of the Colony's history gambling was a licensed pastime, just the same as it is in Macao or in Canton at the present moment. At times went on, the "goody-goody" of Western Hall discovered or pretended to discover that in Hongkong the authorities were harbouring a pernicious evil by drawing a portion of their revenue from such a source as gambling. They appeared to be quite unmindful of the fact that on all the racetracks in England gambling is recognised as being within the law, whether it be conducted in the Ring or on the Flat. In the same way, at our race meetings or symphonies in Hongkong gambling goes on in a licensed form and not even the Governor thinks that he is transgressing anti-gambling laws when he puts a ten dollar bill into the Parimutuel. Yet the poor souls who cannot read and who know for some form of excitement where to go, are liable to be deceived away, and become gambling for once, and a brow and a head suddenly subjected to strain

NOTES BY THE WAY.

THE AVERED BLOW.

What a relief! The much-dreaded typhoon after all spared the Colony its unwholesome attentions. That strange feeling of expectancy which usually precedes a probable visitation of the storm flung like a pall on the spirits of the good folk of Hongkong, the exceptions being the innocent gossips fresh from home, who cry on such occasions for a "real, live" typhoon on particularly flimsy grounds. Strange to say, in the case of ten, if the sinister desire of these same people were to be gratified, they would be the least likely to become enthusiastic about the matter after their experience. It is noteworthy that so far the Colony has fortunately escaped coming into too close contact with its annual visitor, which has very magnanimously confined its peregrinations for the most part to less fertile vicinities contiguous to the Colony. While on this subject, a fact which was brought to my notice on Thursday morning, is too good to pass unnoticed, was that soon after sunrise the harbour simply swarmed with innumerable sampans which looked like so many huge flies studding a gigantic water-buffalo. The fact was mentioned to me by a neighbour, who, in describing the emersion of the small craft from the shelter at Causeway Bay after the danger signal had been removed, very aptly expressed his ideas by saying that the jacks "spread out like a fan at all events, the sight appeared to him in the nature of a novelty and it is very probable that an audience had been there would have been promptly painted the scene—not for its artistic merits, for it could hardly be said to have possessed any—but only to impress one without the aid of words what a busy hive of humanity the Hongkong boat population is.

A STRANGE EXPERIENCE.

I fear I have been digressing from the real subject, but the only other remark I would like to make is that if the typhoon monster deems it incumbent on himself to thrust his attentions on us at this time of year by way of demonstrating the fact that he is still remembers us (or can it be a desire to show a spirit of *bon camaraderie*?) let him do so by all means, but don't let us have such a tremendous sea as serious interference with shipping, unceremonious down-pours of rain and other little whims of a playful nature which are calculated to be most depressing. For instance, a gentle rain related to me most interestingly of how he ventured out into the very heart of the harbour on board a launch on Thursday morning just to see what a typhoon was like. He had tried to recruit the services of a coxswain to steer the launch through the harbour but somehow or other John felt convinced that his vulgar carcass was infinitely more secure on terra firma. So without a single companion to fill him with courage, our friend the griffin got his heroic self into the vessel and forthwith started out on his investigations. After having patiently waited for a matter of about two hours, the course of which he incidentally got drenched to the skin, owing to the assiduous attentions of a particularly vicious downpour there was no sign of a typhoon and on the authority of the hero himself he used certain expletives in presence of which good language of the most approved variety failed into insignificance. At the end of the brief but exciting vigil, the thrifter after knowledge landed on the wharf—a wetter and whiter man. But our friend should not give up hope. If he continues his quest of typhoonish adventure, it is more than likely that one of these fine days success will crown his efforts, with just this little possibility—that he might never live to tell the tale. But that is by the way.

INTERESTING SWIMMING CARNIVAL.

I was glad to notice that the local exponents of the national art have been distinguishing themselves in the waters of the Northern port. Some distinctly gloomy prognostics were made at first as to the alleged handicap which would be inflicted on the local experts by reason of the fresh water in which the contests were to be carried out in the settlement, as opposed to the salty conditions obtaining locally, to which our representatives have always been accustomed. But a friend of mine, who, from his thorough knowledge of these matters, is certainly entitled to speak with authority on this subject, assured me the other day that there was absolutely no foundation in these fears, as although fresh water was not quite so buoyant as salt, the difference between the two when applied to expert swimmers amounts almost to nil. And that view appears to me to be a perfectly sound one, for, judging from the cabled accounts of the contests, the local sports have certainly not belied their reputation. It is only to be hoped that the success of the aquatic carnival has not been marred by any premature disagreement between the contesting teams, as this sort of thing has an unhappy knack of asserting itself on occasions such as these. For the rest, these sporting meetings of North and South go a long way in promoting good fellowship between the Eastern exiles, and should be continued by all means.

IN THE TOILET.

Under the above caption, I came across a paragraph in an esteemed Home paper the other day about the opium problem. The paragraph in question is worthy of especial note, as it throws an interesting insight into the casual ignorance with regard to the opium market prevailing among otherwise intelligent individuals. In order to avoid being accused of a possible attempt at gibbering, I will give the paragraph in question in full. Here it is:—"The Chinese Government's attempt to suppress the opium traffic continues to be more effective than those of this country, which the responsibility for the importation of the drug from India into China lies. There is an increase in the Chinese Customs receipts for 1909 of £100,000 over those of 1908, and the amount of Indian opium imported exceeds the limit agreed to by the British. This is not, presumably, due to any deliberate infringement of our undertaking, but to the effective restriction of the home supply which has led to an abnormal demand and created an illicit traffic in Indian opium. After 1909 the agreement arrived at in 1907, by which Great Britain agreed to reduce by one-tenth annually the amount of Indian opium sent to China, and China agreed to a similar reduction of the home-grown supply, becoming conditional upon the latter country being able to prove that she has called out her share of the barga. There seems no doubt that again her efforts have been more complete than our own, and as long as we refuse, on behalf of our planters, to allow her to exclude the Indian-grown drug altogether, so long the Indian merchants will probably be able to nullify our part of the bond by simply shipping their consignments to non-Chinese ports, from which they easily make their way to China itself, and frustrate all the efforts she may make towards 'redeeming herself' from this degrading habit." Such, then, is the thrust that a Home paper can sometimes turn out. And not only this, but men of the Eastern type feel themselves quite equal to a highly sensible form of quibbling, to counterpoising what can only be termed drivel for the drags. For all of them of human justice, that of shifting the blame on to the shoulders of an innocent party when it is desired elsewhere

is the most obvious. We who are in the Far East perhaps know a thing or two as to who is the real party who is attempting to "frustrate China's efforts" to suppress the opium habit. But the people at home have cause to congratulate themselves for having ears and refusing to hear. Such a campaign of a deliberate perversion of truth may be good enough for the Home people but by those who are acquainted with the true position of affairs, it cannot be treated other than as a whitewash which it actually deserves—silent contempt.

POOR MANDARIN.

Being well acquainted with the fact that Peking is greatly interested in aeronautics and that rumours are bruited about that a certain native of Canton is trying to perfect an aeroplane without the aid of European skill, it might be of interest to my readers to know what an authority at home has to say on the subject. It appears that China was well advanced in aeronautics when Britain was still in the Neolithic age. Tradition asserts that 4,000 years ago there lived a Mandarin named Wang Tu who, who constructed an aeroplane to carry himself. He tried an ascent in the presence of the Emperor with the aid of 47 rockets, but the rockets exploded prematurely, and Wang Tu was so badly burnt that the Emperor ordered him to be beheaded. How horrible one is inclined to ask one's self. However, it is in the devoutly wished that such preposterous treatment will not be meted out to present-day aerial enthusiasts.

WOMAN'S EMANCIPATION.

Will it surprise you, dear reader, to be told that in Peking there are no less than three thousand lady-bachelors qualified to practice at the bar of the French Court? The thirteenth took the oath which enrolled her as a member of the bar of the French Court. Incidentally, one is somewhat brought to admire the lady's courage in allowing herself to be enrolled in the face of the unflattering associations suggested by the number. If the London suffragettes only followed the footsteps of their French cousins and join the bar instead of politics, it would be a most happy circumstance for all parties concerned. The nature of the profession is strictly suited to the woman's temperament and, besides, the Premier, having been a barrister himself, will most probably appreciate and understand their feelings and frame a Bill with a view to its ultimate passage by Parliament, thus throwing open the profession to the lady with a masculine mind. I wonder how many of the gentler sex in the Colony are inclined to look with favour upon a measure which is calculated to turn their sisters into twentieth-century Portias?

CASUAL CRITIC.

TAIKOO & KOWLOON DOCK.

DOCKING OF U.S. TRANSPORT.

Bids for dry-docking and repairs on the transport *Crook* were opened at Manila on 29th ult. by the chief quartermaster. The Taidoo Dockyard and Engineering Company—bid \$1,565 (gold) including \$1,000 for insurance and \$565 exclusive of insurance. Both firms guaranteed the work to be completed within three days. The *Crook* will sail from Manila on the morning of September 3 with the party of the Secretary of War and upon arrival at Hongkong will go into drydock. She will then sail for Haiphong where she will take on 10,000 barrels of cement and return to Manila. It is estimated the *Crook* will remain about eight days in Haiphong and that she will make the entire trip from Manila and return in about 21 days. Castle Bros. and Wolf and Company representing the Taidoo Dockyard and Engineering Company of Hongkong have been awarded the contract to drydock and repair the transport *Crook* upon her arrival at Hongkong about September 5, for \$1,565 (gold) including insurance and docking. The repairs will take about three days. The contract called for cleaning and painting and the repair of sea valves and other works as may be found necessary.

THE HONGKONG HOTEL COMPANY, LIMITED.

HALF-YEARLY REPORT.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at 12.30 p.m., on Saturday, the 10th inst., is as follows:—

Gentlemen.—The directors beg to submit their report for the half-year ended 30th June, 1910.

Accounts.—The profit on working account amounted to \$38,009.10 as compared with \$7,164.54 for the corresponding period of 1909, being an increase of \$30,844.56.

The profit and loss account, including the sum of \$7,277.01 brought forward from last half year, shows a credit balance of \$38,009.10, which the directors recommend should be apportioned as follows:—

To pay a dividend of:—	
\$1.00 per share on 15,000	\$15,000.00
old shares	\$15,000.00
\$1.50 per share on 8,000	\$12,000.00
new shares	\$12,000.00
To transfer to repairs and renewals account	10,000.00
To write off furniture and fixtures	10,000.00
To carry forward to new account	21,475.91
	\$38,009.10

DIRECTORS.—Mr. W. H. Potts has been granted leave of absence. Mr. Potts returns by rotation, and offers himself for re-election.

AUDIT.—In the absence of Mr. H. U. Jeffries the accounts have been audited by Messrs. A. G. Lowe, C.A., and A. O. D. Courdin. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election.

J. W. NORRIS, Chairman.

Hongkong, 1st September, 1910.

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory at the American Consulate-General:—

Manila, September 7, 6.40 p.m.
Cyclone or Typhoon South of Melanesia, direction unknown.

Manila, September 7th, a.m.
Cyclone or Typhoon S.E. of Melanesia recurring northward.

THE PASSING OF KOREA.

The Empire of Korea has ceased to exist. At any time within the last three years the statement could have been made with approximate accuracy: to-day it is true geographically as well as politically, for even the name of Korea is to disappear from official terminology. Yesterday the terms of the annexation of the old Hermit Kingdom by Japan were published simultaneously in Tokyo and Seoul, and thus the omens of the last few months have materialized. The action of an "Agreement" or "Treaty" between the two countries holds good. In the guise of a free agent the Emperor of Korea surrenders his sovereignty and accepts rank in the Imperial House of Japan with the title of Prince Yi. Within three short years the Imperial puppet becomes

A PRINCIPALLY MOMENTARY.

Fate has been against him from the first, and rendered it impossible for him to carve out any other destiny for himself. Unlike the experience of the ancient Greeks, the Korean Emperor suffers for the political madness of his subjects. Unable to govern himself, he is inevitably under the government of his subjects, and to-day the process stands completed. Korea merges its separate identity into the Empire of Japan. There have been no half-measures. Civil, nobility and government, all are absorbed. Nominal as were the power and position of the Korean Emperor, this too will be swept away; for the Residency-General becomes a Governor-General and Ministers must yield place to Directors of Departments, immediately under the Governor-General. Finally we are bidden to bid adieu to

KOREA NO MORE.

To the people the land has ever been Chosen, "Serenity of the Moon-king," and the Japanese form of the name, Chosen, is to be its official designation for the future. It is, perhaps, typical of the spirit in which the new order is introduced that the change of name is not meant to deflect the thoughts of the inhabitants from the past to a brighter future. Rather is their attitude on the subject ignored, and the outside world is charged with the task of forgetting that there was ever any other status for Chosen than that of an integral part of the Japanese Empire.

FROM THE

in the foreign Press that has greeted the annexation of Korea it is evident that the unhappy country can boast of few, if any, friends in the world. Apart, however, from the sentiment attaching to independence, even when it is imaginary, there is no reason to suppose that the Koreans will be worse off at annexation. Probably, we like to think, they will fare better for they have nearly always been the worst enemies of themselves, and Chosen, a Government-General of the Japanese Empire, may prove more happily circumstanced than Korea, administered by Japan for only a medium of the recent past. Of the wisdom of the step taken by the Tokyo Government, it is itself, presumably, the best judge.

THE OUTSIDE WORLD.

can know little of the disabilities, political, financial and economic, attaching to the scheme of protectorate that had been introduced as a result of the Agreement of 1907. It would occasion no surprise to learn that the Koreans are as difficult to work with in any system of administration, as they were clearly unable to govern when left to themselves. Under the new regime Japan will be able ultimately to economize in the matter of administration and will benefit by the incorporation of Korea within her own tariff zone. Against these advantages must be set at once the somewhat

CYNICAL DISREGARD OF FORMER FLEETINGS in relation to Korea. But here it may be urged on behalf of Japan that in this matter she may well feel herself only called upon to make good her attitude in the eyes of other Powers, and there can be little doubt that one and all have signified their formal acquiescence. A further disadvantage must be recorded in the fact that Japan has now definitely embarked upon a policy of mainland possession, with the risks and expense thereby involved. Already the burden of empire seems to have fallen on the shoulders of Japan, to severance of this new departure must needs add to that burden. On the other hand the annexation of Korea may have formed part of the original

mapped out years ago, of which each step has been most carefully taken. The history of Japan shows that in her larger schemes she does not move without forethought, and it may be that with her eyes fixed on a point still farther off, she thinks little of a move that calls for a momentary halt on the banks of the Yalu.

The opinions of commentators on Japanese affairs are to be divided into two classes, those in whose eyes Japan can do no wrong and those who are convinced that she cannot do anything right. Forunately there are some who have never admitted the necessity of joining either of these categories. As the

ALLY OF GREAT BRITAIN at a time when her alliance was of considerable practical utility to our influence in the councils of Europe, Japan has a natural call upon the spontaneous support of Britons the world over. Accordingly national sentiment has been wholly in her favour and would in normal circumstances remain so, as long as the Alliance lasts. Such sentiment, however, cannot blind the nation or the individual to possible shortcomings that may exist entirely outside the scope of the Alliance. It becomes rather the bounden duty of those who call for the value of the Alliance in the equilibrium of the political world, to point out any likely cause of disturbance in order that these should not be allowed to accumulate through ignorance, until they affect the understanding between the two nations if Japan has incurred of late the

CRITICISM OF THE BRITISH PRESS, it is because her forward policy has brought her into conflict with British interests in a manner not anticipated by the first stipulations of the Alliance. Something like to regard is a national asset, but in a national policy its role must be exceedingly small. In the present instance the belief in the good intentions of Japan has prompted the chain of approval that has greeted the annexation of Korea. Closer observation shows that the story of Korea has not altogether warranted that belief; but allowances will be made for the past difficulties of the situation, in the hope that annexation will alleviate the lot of the Koreans. As they have been unable to govern themselves, the 12,000,000 will be glad to show them the way of civilized government in the hands of the people of the East. She has now a free hand, and the Koreans are to be much her two people as the inhabitants of Toio, who at times also do not love the Government. It will be to the Empire's interest to reconcile the new subjects to the change of order, for Korea held under by force must prove a permanent source of weakness.

N.C. D. (West of Aug. 20).

DOLLAR SHARE DISTRESS.

"Are we at the bottom yet?" a friendly correspondent asked the other day, and we had to answer, rather sorrowfully, "Honestly we don't know." That is the indispensable preliminary to any expression of opinion on the rubber position just now, for the man who says he knows is merely a conceited fool, even though he may be a person whose opinion is valuable. We have just been scanning a few figures relating to sterling and dollar shares, and have been struck by the relatively much greater fall that has taken place in the value of the latter compared with the former class. Taking a group of eight dollar companies—Ayer, Panza, Dalgarno, Bait, Tinsell, Indragiri, Pajara, Pegoh, Singapore and Johore, and United Singapore—we find that, on April 27, which was just a few days

BEFORE THE BREAK.

in London prices and may be regarded as high water mark, these shares, at buyer prices, averaged 48 times their face value. On the price given in Messrs. Fraser and Co.'s last weekly list this group of shares averaged 21 times face value, so that there has been a fall equal to four-fifths of the high water level and to twice the face value of the shares. Then we take a group of eight sterling companies—Anglo-Malay, Bukit Rajah, Cicaly, Damansara, Highlands and Lowlands, London, Lloggi, and Vallombrosa—and we find that, on April 27, buyer prices of these shares averaged 18 times their face value, and the quotations in the last list show that they have fallen to ten times their face value. That is equal to a fall of twenty-fifths from the high water level or of two-fifths the face value. Expressed in decimals, the sterling shares lost 16 and the dollar shares 44 of their top price, although the top price of sterling shares was nearly three times as high as the top price of the dollar shares. It does not do to press such facts too far. All the companies in

THE STERLING GROUP.

are on sound, dividend paying lines, and it would be easy to pick out eight of a lower standard. The point we desire to make, however, is that these sterling shares, standing at so high an average as 18 times their face value, have emerged from the ordeal of the recent slump in a slightly damaged condition, while the dollar companies, which were on the whole, we think, at a fairly sound figure as the market goes when standing at 48 times face value, have suffered very badly indeed. We should have expected London, which controls the price of the sterling shares, to be far more easily moved by a slump movement than Singapore, which controls the dollar shares. Yet London has stood very firm while Singapore has

WOULD DEPLORABLY.

and has, indeed, been more than once on the verge of panic. Is the greater knowledge, which we flatter ourselves on possessing over here a panic-producing factor? We should say, most decidedly not. There are ignorant pig-herd here as in other places, but the real explanation of the heavy fall that has taken place in the dollar shares is not to be found in the fact that the dollar companies have been sold at a price which is far below the value of the dollar companies quoted in Messrs. Fraser and Co.'s list is \$10,370,000 and there must now be twice as many in existence as the list contains, so that we may put the amount of dollar scrip that is being carried at about \$15,000,000. That is

A HEAVY BURDEN.

it is greater, in fact, than the local public can bear on the top of their sterling holdings, and we begin to fear that far heavier losses will be suffered than have been met with yet unless some measures are taken to relieve the situation. There are a good many shares in the dollar market now that would be snapped up gladly at their present prices if those who know the prospects of the companies had money at their disposal to buy. But the banks are completely shut out, and the money market is caught in a more serious rubber slump, and they give no encouragement to applicants for overdrafts who have rubber jobbing in view. It is a question, then, whether we should not recognize that the

CENTRE OF THE RUBBER SHARE BUSINESS is in London, and that there is no fall and fair market except for sterling shares. London firms do not care to handle the dollar shares because the British public is not of intricate calculations. It understands a two or twenty shilling share perfectly, but not a 2/4 share or a 2 1/4 share, or an 11/4 share or a 2 1/4 share. They think in pounds sterling or easy multiples thereof; odd figures bewilder and annoy, especially as dollars are uncertain quantities, there being the American, the Mexican, the Hongkong, and sundry other to contend with, and all of different value. If some of the dollar companies would set the example, they would probably be a rapid conversion of dollar shares into sterling, a wider market, and easier comparison of value. We started, however, with a reference to the future prospects of rubber, and may be suspected of a desire to shirk that ticklish question. What we may venture to say is this, if there is to be

A REVIVAL.

some clear evidence of it should be seen within the next six weeks. The holiday months of July and August are not favourable to business, but in September things begin to brighten up, and if the prices at the auctions recover, the share market will almost certainly respond. Speaking at the Bantam meeting, Sir West Middleway pointed out that the June deliveries of rubber this year compared with last year were England 1,000 tons against 1,200 tons, the United States 1,200 tons against 1,400 tons, and America 1,400 tons against 1,600 tons. That is a total of 3,600 tons against 4,000 tons. That is the position of the position. On the Continent and in America there has been some thing almost like refusal to buy at low prices. Can the manufacturers hold out much longer in the hope of lowering prices? If they can, there will be no great improvement, but if they have run themselves so short that they must have rubber at any price, their return as buyers will change the whole outlook for at least another six months. We do not know enough of the American position to speak with any confidence, but the bluff-speech of secret reserve that fairly high prices will continue until the output of the plantations is great enough to have a decisive effect on the world's supply—*Strait Times*.

Mr. W. Macleod, managing director of the Sydney *Mail*, has just returned from the extensive tour in the East. According to the *Daily Telegraph* the result of this tour has been to strengthen his "white Australia" sentiments and to cause him to look upon the "Yellow Peril" in closer perspective. As regards Singapore, Mr. Macleod is reported to have said:—"There are a few cities about 10,000 Chinese which are cooler among them I saw some of the most perfectly developed men I ever looked upon. The evidence of some of the Chinese traders is wonderful. The rich Chinese migrants are treated as people of great importance, and they are held in the highest respect in the mercantile world. Even in the English banks, the Chinese are Chinese. They are wonderfully adept in their methods of collecting their debts."

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kidson & Co. write on 2nd inst.:—"A rather better feeling has existed in our Local market, a fair demand having set in for investment stocks, particularly Insurance and Land."

Rubber.—The week has been characterized by extreme dulness. London advances giving very little variation in prices. The price of the raw material has experienced a slight fall which has been followed by the usual effect on share quotations.

Singapore has shared the inactivity in Sterling shares quotations for Dollar Stocks being on the same level as reported a week ago.

Banks.—Hongkong and Shanghai Banks show a slight improvement, sales having taken place at \$33 and at this price more shares are wanted. The price in London according to today's wires \$27 1/2; ex dividend. Nationals continue in demand at \$26.

Marine Insurance.—Canton is in strong request and has changed hands at \$167 and \$170, closing in den and at \$171. Dollars have been selling weak and are offering at \$83. North China are unobtainable at their present quotation of Tls. 115. Yangtze remain steady at \$205.

Fire Insurance.—China Fire has been sold at \$105 and \$121. Hongkong Fire are a' wanted and have advanced to \$345.

Shipping.—Hongkong, Canton and Macao Steamboats are somewhat easier at \$33. China Mail has again been the medium of a fair business and sales have been effected at \$14 and \$15. Douglas Steamships are offering at \$11. Dugan Steamships have further weakened and could probably be obtained at \$9. Star Lines remain unchanged at \$24; a few of the new issue have been bought at \$1. Shell Transport show slight weakness and are obtainable at \$29.

Refineries.—China Sugars are quiet at \$160 ex the interim dividend of \$5 paid on the 30th ult.

Mining.—Rauha remain firm at \$74. A good deal of attention has been given to some of the Tin Mining Companies in the Straits, and in fact business has been transacted in Treohu, at prices ranging from 32/ to 37/6, closing with sellers at 40/.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks show very little change, small sales having taken place at \$50 and \$51. Shanghai Docks are without business at Tls. 76. Hongkong and Kowloon Wharves have been booked at \$33 and \$34. Shanghai and Hongkong Wharves are quoted in the North at Tls. 110 ex the interim dividend of Tls. 3 paid on the 30th ult.

Lands, Hotels and Buildings.—Hongkong Lands have been in good demand and can now be placed at \$10. Humphreys Estates continue on offer at \$8. West Point are a shade firmer with probable buyers at \$39. Kowloon Lands have been dealt in at Tls. 112. Hongkong Hotels have found buyers at \$104 but more shares are offering.

Cotton Mills.—Hongkong Cottons remain firm at \$3. According to latest mail advices from Shanghai there is no business taking place in Northern Mills and the following quotations are purely nominal:—Tosco, Tls. 215; International, Tls. 62; Loon Kung Mow, Tls. 60; and Soy Chee, Tls. 240.

Miscellaneous.—China Boron are in demand at \$84 but there are no shares offering under \$9. China Providents are reported to have been sold at \$19. Green Islands have again found buyers at \$19. Green Islands have again found buyers at \$19. Green Islands have again found buyers at \$19.

Exchange.—The Bank's drawing rate on London is 1/6 on demand and the T.T. rate on Shanghai is Tls. 7 1/2.

FREIGHT MARKET.

Messrs. Lambie and Rogge write in their fortnightly circular of 3rd inst.:—"The market all round continues exceedingly dull, and the amount of chartering though of a miscellaneous character is again small."

Freights in the South, except for some special trade, are ruinously low and it has at last come to the point where owners are considering if it does not pay them better to lay their vessels up rather than accepting the poor rates charterers are offering.

However, a very lively autumn season from the Yangtze is expected if no accidents spoil the excellent crops already ready for shipment, and the increased demand for tonnage should be accompanied by a rise in rates of freight all round.

The most important feature during the fortnight under review has been the sudden appearance of a new Steamship Line to trade between Hongkong/Singapore/Hongkong under the name of "Compagnie de Navigation Chinoise de la Cochinchine." As a consequence of some troubles with the regular liners charterers are determined to run their own boats, despite of the low rate ruling at present, which is unchanged at 6 cents per perch since last writing. With this scheme in view, they have taken up the S. S. *Zygomon* (time charter), to commence in a few days, steamer providing a Hongkong Government Passenger Service, other terms are not yet made public. As the vessel has a very good speed and the concern is a combination of the most important Saigon and Hong Kong Chinese merchants it is believed that the new Company will prove a very severe competition to the regular liners, and further development will no doubt be watched with much interest.

Singapore/Japan.—Inquiries after (tonnage have been made, but we have not heard of any further effect locally it is said that several Japanese steamers have taken such freight, rate is reported to be 20 sen per perch.

Salmon/Philippines.—Charterers taking advantage of the depressed state of the freight market have gone in for fresh business which has led to some fixtures at reduced rates. Last fixture done on basis of 40,000 p'ch at 19 cents.

Salmon/Java.—There have been orders in the market for permit loading, but we have heard of one fixture only being put through locally at the rate of 24 1/2 cents to 1 option 2 ports N.C. Java.

Java/Hongkong.—Although the sugar crop is reported to be very satisfactory, no "outside" fixtures have taken place. Letter advices to hand bring the news that Java ports are congested with tonnage and arrival delays have occurred owing to lack of lighters for handling the cargo.

For this reason and in the absence of sugar cargoes outward owners cannot be induced to entertain further freight to the depressed Salga Java sales at a considerably higher rate.

Bangkok/Hongkong.—The berth rate continues unchanged, however, there is no place for "outside" tonnage.

The Siam Steam Navigation Co. have advised of the further 6 months option of the German s.s. "Landrat Scheff" and "Oskar," so these boats will be kept on the regular Bangkok/Hongkong run.

Newchwang/Canton.—No fixtures have been done in this direction.

Coal/Freight.—The local market continues very quiet indeed, and very little business has been done. Tonnage offering in the market from Japan to this has failed to draw an offer.

Fixtures Effected.—Souray/Canton \$1.50, Halphong/Canton \$1.70, Wakmansu Souray \$1.00 and Sebailik (North Borneo) to Zamboanga \$2 Straits Currency per ton.

Timecharter.—The charters are reported of the Norwegian s.s. *Proetus* 12 months and s.s. *Vorn* 6 months at \$5,500 Straits Currency, both for Southern trade.

Sales.—The small German s.s. *Vorwärts* has been sold to Japan at something near £7,000 and will be delivered after completion of her present engagement. Manila papers spread the report of the purchase of the well-known Indo China S.N. Co.'s steamer *Yueyang* by the East Asiatic Coal Mining Co., Manila, who intend to employ the vessel chiefly between the Baitan mules and the coal consuming ports of the Philippines Islands.

Tonnage loading for or to load: For Baltimore and New York, *Baltique Arrow*, 2025 tons net reg., to load in September/October. *Brit. ship Juliette* 1574 tons net reg., to load in November/December. Sail Tonnage Discharged.—None. Departure of Sallars.—None.

CONSULTING THE ORACLE.

It is interesting to know that there are still in use certain temples in Singapore and Penang, where the Chinese, both male and female, go to consult the oracles in all kinds of subjects at different times of the year. The most noted temple in Singapore is at Teluk Ayer Stett, and is called in this street and Tanjong Telok. There is a sea temple near St. John's Island where the Chinese ladies go once a year, either to return thanks to the oracle of the temple for past favours or to ask for further favours. Women go mostly to ask about themselves or about their children. On the 15th of the first moon of the Chinese, the Straits Chinese ladies in Singapore go to the temple in Teluk Ayer Stett to return thanks to the God of Sickness for not having visited them during the year, and there they burn sacrificial papers in front of the Joss table or altar. The ladies on these visits are always accompanied by a priest, and the most costly diamonds and other precious stones. No man, except the priest, is allowed

INSIDE THE TEMPLE while the women are there. The oracle is consulted with regard to finding the proper day for weddings and funerals. The priest hands round a bamboo box containing a number of bamboo sticks marked with Chinese hieroglyphics. The women shake the box till one of the sticks drops out on the floor, when it is picked up and handed to the priest, who reads the characters on it and from a printed paper explains the interpretation to the woman. Chinese traders also, before going in for a deal or heavy speculation will go to the temple and consult the oracle by paying the priest a small fee. The priest will use the bamboo box in the same way as for the ladies, with this difference, that he will keep on shaking the box till the third stick drops out on the floor. The man then hands the stick to the priest who gives him two pieces of wood, crescent shaped, flat on one side and with a bevelled edge to the other. These he will throw up in the air in front of the Joss table, and afterwards watch their position as they fall. If the flat side is uppermost of one and underneath in the case of the other, it means neither yes nor no. He throws the sticks up three times and if both pieces fall with the flat sides to the floor it means Yes, and if both are the reverse No. The Priest then takes up some papers which he explains contain certain

MYSTICAL CHARACTERS AND HIEROGLYPHICS, the meaning of which is only known to Buddha priests. The Priest has no knowledge of what the man desires to know so that the performance would seem to contain much that is genuine. The men after hearing their fate go away, and it would defy the cleverest to tell by the expression on the faces whether their fortune as told was good or bad. But the practice is not confined to the Chinese in the Straits Settlements. It has been the custom in China, for thousands of years. That the custom originated in China, is not at all certain, for Greece and Egypt both had their oracular temples. The Temple of Apollo, one of the most interesting of ancient buildings, occupied a large space, into which many streets opened. The first discovery which led to the extraordinary veneration in which the oracle at Delphi was held, and the riches accumulated in the Temple, is said to have been occasioned by a goat-herd, Corontas, who observed that when his goats, which were feeding on Mount Parnassus, went near a deep and large cavern, they frisked and leapt about in an uncontrollable manner. Corontas had his

and reported that the total output of the company's three mines for the week ending Aug. 20 amounted to 12,445 tons and the total for the same period, in 1977, was 12,775 tons.

The *World* concludes its article with the remark that the outlook is rather uncompromis-

rather beyond showing that London is very seriously concerned about these shares. Locally, as we have previously noted, the interest is little more than such a loss is evoked by a natural desire to see that the company is financially viable, the good name in some circles. The biggest Chinese holders have almost all sold the greater part of their holdings, not particularly lately, but it is understood on the general policy (that they did not consider the estates were being run as they would run them, or in their belief to the best advantage of the Chinese members of the original Malacca Chinese Syndicate) brought to light no definitely by point of disagreement showed clearly that the Chinese holders have got it into their heads that the Malacca staff is not working the estate to the best of its resources. Whether that impression is correct or not is impossible to say, but it is not true that the estate is. But one thing is quite certain that of its present production Malacca shows absolutely no justification for the price to which the shares have been rushed, and they would appear to be a moderately sensible investment at about five pounds.

Our correspondent cables that the reticence
ied to the failure to declare further divid
1909, has caused surprise amongst in
vestors and *Economist*. In an article o

QUARANTINE IN JAPAN.

Although detention in quarantine can never be pleasant, it is unpleasantness can be mitigated by attention on the part of the quarantine officials to the more elementary needs of detained passengers, such as cleanliness, wholesome food, suitable sleeping accommodation, etc.

We are in receipt of a letter from one of the passengers who travelled to Japan by the N.Y. K. S. Kasuga Maru, complaining of the inconveniences and lack of consideration to which the foreign passengers were subjected during their detention in quarantine at Nagasaki. Summarized briefly, our correspondent's complaint is to the following effect:—

[illegible]

the quarantine station, where they were held through the process of disinfection, and returned to the Kasuga Maru later in the day. The ship was ordered to be quarantined for five days but on Friday afternoon, August 10,

Chinese amah became sick and was taken ashore to the hospital. The quarantining officials then stated that the vessel would be detained for a further period of five days, but it could indefinitely detain passengers and crew.

passengers be taken ashore and lodged at the quarantine station. Shortly after 10 p.m. the passengers were landed in launches and men, women, and children had all to strip

going disinfection through the steam chamber. They were supplied with thin Japanese overalls. Americans had to sit in two large waiting rooms until 3.30 a.m. and for this length of time all were sufficient

Eventually they were transferred to a large wooden building, where the forty odd passengers had to find accommodation in seven small rooms (15 ft. by 12 ft.) and one large dining

room. For many, sleep was out of the question owing to the visits of innumerable land crabs and monster morquilloes. Neither tea nor hot water was forthcoming until 9 a.m., but at 5 o'clock sandwiches were supplied. The food

served at (time) and dinner was distasteful, and the passengers decided to address a letter on the subject to H. M. Consul at Nagasaki, while one considered the matter serious enough to dispatch a telegram to H. M. Minister at Tokio.

To these messages, very courteous replies were received and Mr. A. L. Chalmers H. M. Consul after expressing his sympathy with the sufferers stated that he had seen the Acting Governor of the Prefecture, who had courteously under-

taken to inquire into the matter and do what ever was in his power to make the passengers detention as comfortable as possible.

the circumstances. On Monday and the following days conditions were greatly improved and careful attention had been given to the subjects of complaint. The passengers were to be released from quarantine as soon as

Our correspondent speaks in high terms of

Kasuga Maru, but suggests that the ailments of the Japanese engineer, apprentice and fireman, as well as of the Chinese amab, were not really so serious as cholera.

For Nagasaki—Mr. and Master Berger, Mr.

and Mrs. Matheson, Mr. Hummel, Mr. Young
Mr. Klopp, Mr. Lloyd, Mrs. and Miss Gaudé,
Mr. Ramlof, Mr. Johns, Mr. Ilbert, Mr. Hel-
by, Miss Block, Mrs. Wunstall.
For Kobe—Mrs. and Miss Valentine and

For Yokohama—Mrs. Ramplin, Mr. Munroe, Mr. Hill, Mr. and Mrs. Aramayo, Dr. Ar-

mann and three children, Mrs. Alliston and child, Mr. Gellinger, Miss Parcel, Mr. Komor, Mr. and Mrs. Richards and two children, Mr. Meller, Mrs. Olswang.—*N. C. D. News.*

EDUCATION IN THE STRAITS.

**PROSPECTIVE STUDENTS FOR THE HONGKONG
UNIVERSITY.**

At the distribution of prizes at the Free School here, Mr. W. Hamilton, acting headmaster.

declared that the schools of Penang had already begun to feel the effects of the abolition of the Queen's Scholarships, owing to want of inducement to the pupils to remain at school after passing the seventh standard.

The Chinese of Panang were spending six hundred pounds a year in paying the school fees of boys many of whom did not require

The Hon. J. O. Antonides said that in the present state of the Colonies finances there was

little chance of the Government reconsidering their decision regarding the Queen's Scholarship. He hoped other sailors would be found

He alluded to the hostility of part of the population in this part of the world which was a

arrangements would be made to give lessons in sanitation to the boys in the higher classes.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORAN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.						
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,028,088 \$2,028,088 \$2,028,088	£2 5/- for half year ending 31.12.09 @ 21 1/91=\$25.11
National Bank of China, Limited	99,995	47	46	\$4,000 \$4,000 \$4,000	\$30,558 \$30,558 \$30,558	\$2 (London 1/6) for 1909
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$24,181 \$207,791	none	\$10 for 1908
North China Insurance Company, Limited	10,000	45	45	Tls. 225,000 Tls. 225,000 Tls. 225,000	Tls. 207,573	Final of 7/6 making 13/- for 1908
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$5,000,000 \$102,243 \$712,085	\$287,084	Final of \$50 per share, making in all \$50 per share for 1908 and an interim divid- end of \$50 per share for 1909
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,264	17 7/8	\$12 for year ending 31.12.09 and interim of \$3 on account of 1909
FIRE INSURANCES.						
China Fire Insurance Company, Limited	20,000	\$100	\$80	\$1,000,000 \$294,405 \$199,264	\$438,406	\$6 and bonus \$2 for 1908
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$294,405 \$199,264	\$438,406	\$27 for 1908
SHIPPING.						
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$57,748 \$57,748 \$57,748	Dr. \$5,777	\$2 1/2 for 1908
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000 \$200,000 \$200,000	Nil	\$4 for year ending 30.6.1908
Hongkong, Canton & Macao Steamship Co., Ltd.	50,000	\$15	\$15	\$250,000 \$250,000 \$250,000	12 1/2	Dividend of \$1 1/2 for 30.6.10
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,800,000 \$1,800,000 \$1,800,000	7 5/8	6/- for 1907 on Preference shares only @ ex 1/9 11/16=\$3.154
Do. (Deferred)	60,000	45	45	\$1,800,000 \$1,800,000 \$1,800,000	102,004	3rd 1/2 of 3/4 per share (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for 1909 A dividend of 1/2 for 1907 and 1/2 for 1908 & 1909
"Star" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,150	\$1 1/2 for 1908
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,150	\$1 1/2 for 1908
REFINERIES.						
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$6,050	\$10 per share for 1909
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000	Dr. \$15,533	\$3 for 1907
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6,123	Tls. 10 for year ending 31.8.09
Mining.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	1/2	1/2	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$1,435	Interim of 1/6 for 1909 (coupon No. 14)
Headwaters Mining Company	60,000	1/2	1/2	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$1,435	First year
Ramb Australian Gold Mining Company, Limited	150,000	1/2	1/2	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$1,435	\$5 per share 15th dividend
Oriental Consolidated Mining Co., Ltd.	50,000	1/2	1/2	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$1,435	Final of Gold \$2.50 for 1909 in all G \$1.15
Docks, Wharves & Godowns	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	Dr. \$8,460	\$1.75 for year ending 31.12.09
Farwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	Dr. \$8,460	\$2 1/2 for 1909
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$330,000 \$330,000 \$330,000	\$164,847	\$2 1/2 for 1909
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$138,751	No dividend paid this year
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 4,365	Final of Tls. 3 making Tls. 6 in all for 1908
Shanghai and Hongkong Wharf Company, Limited	50,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 9,223	Interim of Tls. 3 for 1909
LANDS, HOTELS & BUILDINGS.						
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 4,324	Tls. 6 for year ending 30.6.09
Central Stores, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$4,000	\$1.20 on old and 60 cents on first new issue for half year ending 31.12.09
Hongkong Hotel Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$4,000	Final of \$1 1/2 making 37 for year end 31.12.09
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$4,000	45 cents for 1909
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$4,000	\$5 for 1909
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$4,000	Interim of Tls. 3 for 1909
Shanghai Land Investment Company, Limited	72,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000	Tls. 6,000	Final of \$1.50 making in all 3.50 per share for 1909
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$4,000	Tls. 11 for year ending 31.12.09
COTTON MILLS.						
Hwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 4,000	50 cents for year ending 31.7.08
Hongkong Cotton Spinning, Weaving & Dyeing Co., Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$4,000	Tls. 7 1/2 for year ending 30.9.09
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,750,000 Tls. 1,750,000 Tls. 1,750,000	Tls. 8,372	Tls. 6 for 1909
Loon-hung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,832	Tls. 25 for 1909
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000 Tls. 200,000	Tls. 11,773	
MISCELLANEOUS.						
Bell's Asbestos Eastern Agency, Limited	5,504	12/6	12/6	\$1,100 \$1,100 \$1,100	\$4,000	15 % per share for 1908
China-Borneo Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$4,000	60 cents for 1909
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$4,000	60 cents for year ended 31.12.06
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$4,000	80 cents for 1909
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$1,800	\$1.20 for year ending 31.7.09
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$4,000	Final of 40 cents making in all 75 cents per share for 1909
H. Price & Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$4,000	14 per cent. viz. \$1.40 for 1909
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$4,000	A dividend of \$1.50 per share and a bonus of 10 cents
Hongkong Ice Company, Limited	1,000	\$15	\$15	\$15,000 \$15,000 \$15,000	\$4,000	Final of \$3 for 1909
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$4,000	Final of \$1 making in all \$2 for 1909
Maekong (S.S.) Co., Ltd.	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 11,682	Interim dividend of Tls. 12 1/2 15th March
Peak Tramway Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$4,000	Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.
Peak Tramway Company (new)	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$4,000	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.10
Philippine Gum way, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	\$4,000	None
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000 Tls. 200,000 Tls. 200,000	Tls. 1,250	No dividend this year
Societa dei Pulpi e Papeterie di Tonkin	15,000	50	50	\$1,500 \$1,500 \$1,500	none	First year
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$31,005	None
Union Laundry Company, Limited	30,000	\$10	\$10	\$300,000 \$300,000 \$300,000	\$4,000	None
Union Waterworks Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$4,000	60 cents for year ending 31.12.08
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$4,000	60 cents per share for year ending 31.12.09
Watkins Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$4,000	35 cents for 1909
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$4,000	5 % for 1909
Williams Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000 \$105,000	\$4,000	None

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th Sept., 1910, 100 cts. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B

Corned—Ham Ngau Yeh

Heart—Shin

Heart—Ngau Lam

Soup, Tong Yeh

Steak—Ngau Yeh Pa

Stir-fry—Ngau Lam

Sausages—Ngau Yeh Chuan

Bullock's Brisket—Know per set

Tongue—Ngau Li

Corned—Ham Ngau Li

Head—Ngau Tam

Heart—Ngau Sun

Hump, Salt—Ngau Kin

Feet—Ngau Kook

Kidneys—Ngau Yeh

Tail—Ngau Mei

Liver—Ngau Gon

Tripe (addressed)—Ngau To

Calves' Head and Feet—Ngau Chai

Mutton Chop—Young Fat Kwei

Leg—Young Fat

Shoulder—Young Fat

Pigs' Chills—Chai Chong

Smaller—Chai Know

Feet—Chai Kook

Fry—Chai Chai

Head—Chai Tan

Heart—Chai Sun

Kidneys—Chai Yeh

Liver—Chai Koon

Pork Chop—Chai Fat Kwei

Corned—Ham Chai Yeh

Leg—Chai Fat

Fat or Lard—Chai Yeh

Sheep's Head and Feet—Young Fat

Kook

Heart—Young Sun

Kidneys—Young Yeh

Liver—Young Gon

Sucking Pig, To Order—Chai Chai

Suckling Pig—Sung Ngau Yeh

Mutton—Sung Young Yeh

Veal—Ngau Chai Yeh

Sausages—Ngau Chai Yeh Tong

SHARK—Sa Yu

Sharks—To Yu

Shrimps—Ha

Snappers—Lap Yu

Sole—Tat Sa Yu

Tench—Wan Yu

Turbot—Chai Hing Yu

Turtles, small, fresh water—Kook Yu

White Fish—Ngau Yeh Chai

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8812

庚七初月八年二統宣

SATURDAY, SEPTEMBER 10, 1910.

六拜禮

號十月九年九港香

\$50 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds \$16,000,000
Sterling \$1,500,000 at 1/4 = \$1,000,000
Silver \$1,000,000 at 1/2 = \$500,000
Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Arnold, Esq., F. A. Levy, Esq.,
Andrew Forbes, Esq., F. H. Levy, Esq.,
G. Friedland, Esq., G. H. Medhurst, Esq.,
Messrs. Henry Keswick, Messrs. H. A. Sles, Esq.,
G. R. Lenneman, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON—BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1/2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1/4 per cent. per annum.
For 6 months, 1/2 per cent. per annum.
For 12 months, 3/4 per cent. per annum.
N. J. STARR,
Acting Chief Manager.
Hongkong, 25th August, 1910.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

Paid-up Capital \$1,000,000
Reserve Fund \$1,000,000
Reserve Liability of Proprietors \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 3/4 per cent.

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUNDS—10,250,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HANKOW, KOBE, TIENTSIN, YOKOHAMA, NAGASAKI, PEKIN, NEWYANG, LONDON, DALNY, PORT ARTHUR, LYONS, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1/2 per cent. per annum on the daily balance.

On fixed deposit—
For 3 months 1/4 per cent.
" 6 " 1/2 " "
" 12 " 3/4 " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 15th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$1,250,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Galsutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigsche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Wertheimer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg
Sal. Oppenheim Jr. & Co. Koenig.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHER BANK (BERLIN) LONDON BRANCH
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Acting Chief Manager.
Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—Gold \$1,500,000
RESERVE FUND—Gold \$1,500,000

Gold \$6,500,000
(about \$1,500,000)

HEAD OFFICE—60, Wall Street, New York.
LONDON OFFICE—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 1/2 per cent. per annum.
For 6 " 1/4 " "
For 3 " 1/8 " "

N. S. MARSHALL,
Manager.

No. 1, Queen's Road Central.
Hongkong, 17th August, 1910.

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
O. Stephenson, Esq.,
Luo Yung Su, Esq.,
J. H. McMichael, Esq.,
O. R. Burkill, Esq.,
J. A. Walde, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force—\$7,855,885.00
Assets—\$4,153,500.00
Income for Year—\$508,559.00
Insurance Fund—\$3,616,813.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAPPE, Esq., Canton, Macao and the District Secretary.
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hughes, Esq.,
C. J. Laidlaw, Esq.,
Hongkong, 10th July, 1910.

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly re-fitted and extensively enlarged and is now luxuriously furnished and up-to-date in every respect. Situated in the most central position, Large and airy Rooms, Hot, Cold, and Shower Baths, Gas and Electric Lights, and Fans. Large and comfortable Lounge, Private and Public Bars and Billiard Room, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LUNCHEON MEETS ALL STEAMERS. Monthly Rates for Time and Dinner. Special Rates for married couples on application to J. H. OXLEY, Manager.

FREDERICK REICHMANN,
Late Manager of H. Lyons (Tientsin), leading Caterer in London, and GRAY'S ORIENTAL HOTEL, Colombo.

Telephone No. 107.
Telegraphic Address "Comfert" Hongkong.
Hongkong, 1st September, 1910.

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI { DELHI About 15th Sept. Freight and Passage.

LONDON, &c., via usual Ports { DELTA Capt. B. H. W. Seargeant 17th Sept. See Special Advertisement.

SHANGHAI, MOJI, KOBE { PALAWAN About 22nd Sept. Freight and Passage.

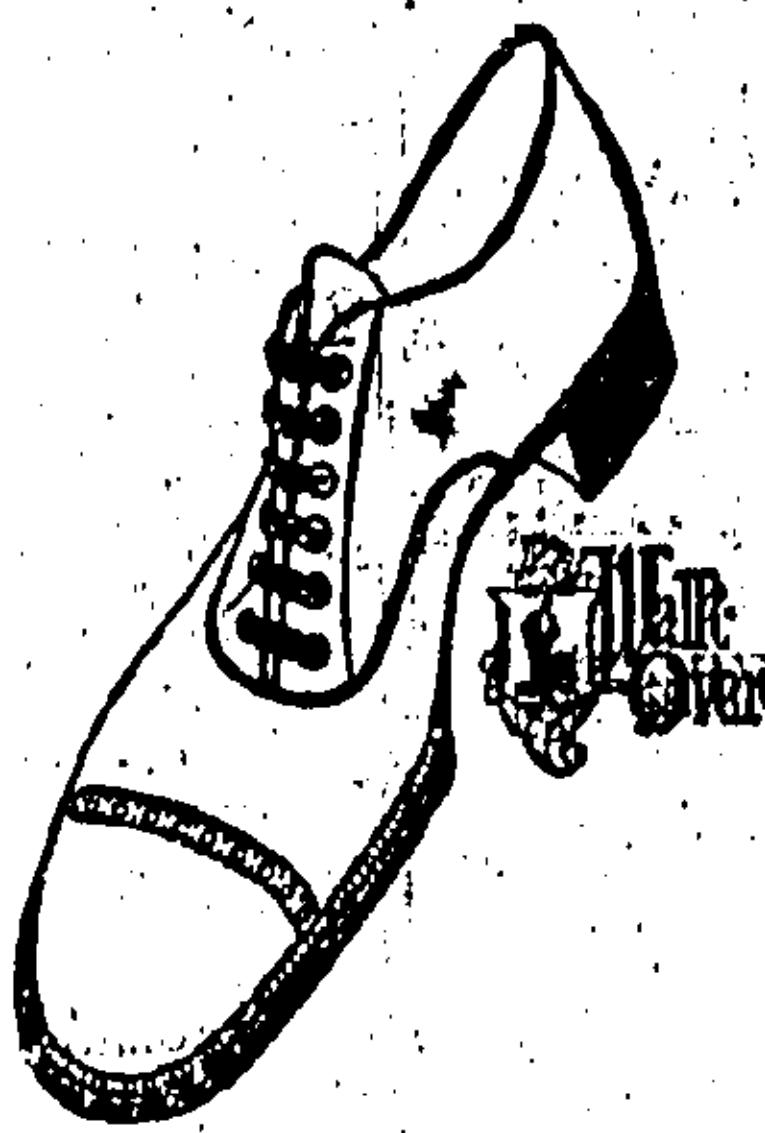
and YOKOHAMA { Capt. C. R. Longden, R.N.R. Superintendent.

For Further Particulars, apply to P. & O. S. N. Co.'s Office, Hongkong, 9th September, 1910.

Intimations.



NEW STOCK OF T. A. N. SHOES NEWEST SHAPES.



FOR BATHING PARTIES.

Blackberry Brandy.
Cherry Brandy.
Cherry Whisky.
Creme De Menthe.
Orange Gin.
Peppermint.

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Telephone No. 75.

Hongkong, 9th August, 1910.

Hotels.

TRY WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910.

HOTEL CRAIGIEBURN.

PLUNKET'S GAY, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1910.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 5th September. 8.00 A.M. HONGKONG 8.00 A.M. HONGKONG 10.00 P.M. KINSHAN 5.15 P.M. FATSAN. TUESDAY, 6th September. 8.00 A.M. HONGKONG 8.00 A.M. HONGKONG 10.00 P.M. FATSAN 5.15 P.M. KINSHAN. WEDNESDAY, 7th September. 8.00 A.M. HONGKONG 8.00 A.M. HONGKONG 10.00 P.M. KINSHAN 5.15 P.M. FATSAN. CANTON TO HONGKONG: THURSDAY, 8th September. 8.00 A.M. HONGKONG 8.00 A.M. HONGKONG 10.00 P.M. FATSAN 5.15 P.M. KINSHAN. FRIDAY, 9th September. 8.00 A.M. HONGKONG 8.00 A.M. HONGKONG 10.00 P.M. FATSAN 5.15 P.M. KINSHAN. SATURDAY, 10th September. 8.00 A.M. HONGKONG 8.00 A.M. HONGKONG 10.00 P.M. FATSAN 5.15 P.M. KINSHAN. SUNDAY, 11th September. 10.00 P.M. FATSAN.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,165 Tons and "SUI-AN," 1,265 Tons. Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf. Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 11th SEPTEMBER, 1910. The Company's Steamship "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M. FARES: 1st Class Return \$3, Single \$1.50; 2nd Class Return \$1, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M. First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$4. Single Fare also \$2. Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "THOK SANG," 457 Tons. Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 559 Tons. One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Santal." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Further Particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Police Station, Tel. 18 011—CHINA OFFICE.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. A. J. DAVIES, Manager.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

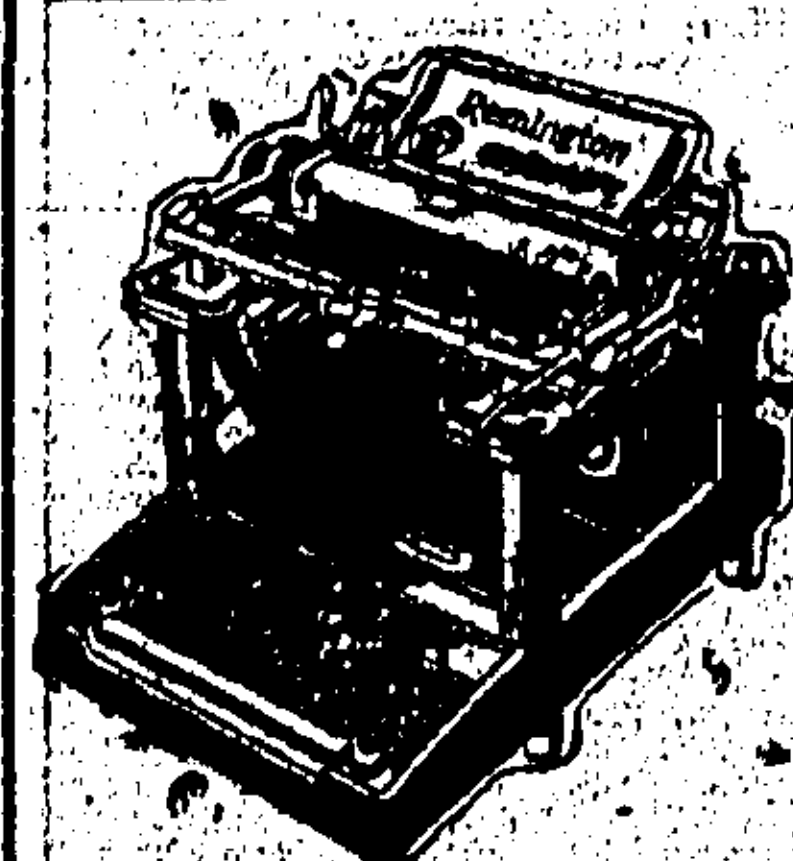
CENTRALLY situated, up-to-date Hotel. Recently refitted, and under entirely new Management. Large and comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists. Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMONT,

Manager.



THE REMINGTON TYPEWRITER.

It is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is greater than that of any other make. It has always been and is to-day the recognized leader among writers. It does the best work and saves time in the longest time. It is the most reliable and durable of all typewriters. CAUTION—Beware of cheaply made and cheaply sold typewriters which are on the market. They are cheap at first, but in reality quite worn and unreliable. Buy a Remington for HOME AND OFFICE.

SOLE AGENTS FOR HONGKONG AND CANTON: KIMBERLIN & CO., (Messrs. Dwyer).

Intimation.

Wm. Powell, Ltd.,

**GENTLEMEN'S
OUTFITTERS**

NEW GOODS

SOFT DRESS

SHIRTS

VERY LIGHT WEIGHT

PERFECT FITTING.

NEW

GELNETT

UNDERWEAR

COOL

SAFE

DURABLE.

BATH

ROBES

LARGE ASSORTMENT.

NECKWEAR

Exclusive Designs

Specially Selected.

ART SHADES

IN

ORPHE DE OBINE

IRISH POPLIN, ETC.

EVERYTHING

FOR

GENT'S WEAR.

Wm. Powell, Ltd.,

28, Queen's Road.

(Opposite Clock Tower)

BITTER RECORD ON INSANITY.

CALLINGS WHICH LEAD TO DERANGEMENT.

The tide of insanity is no longer rising in England so fast as it did ten years ago.

It is true that the sixty-fourth annual report of the Commissioners in Lunacy, published last month, shows that the number of certified insane persons in England and Wales on 1 January, 1910—a total of 19,553—was 1,766 more than at the beginning of 1909; but the increase a year previously had been 2,703; the year before that 2,066; and a year earlier, 2,009. The average increase for the last ten years was 2,394; for the last five years 2,455; so that the figure with which the current year begins constitutes a period of steady slackening of the rate of increase.

The figures, however, are at first sight sufficiently disquieting. Since 1850 the population of the country has increased by 85.7 per cent.; in the same time the insane population has grown by 25.1 per cent. But these figures look rather different when analysed. The Commissioners have taken the increase decade by decade, and find that while the rate of increase of insanity was 4.6 per cent. in the first ten years (1850-1859), it fell to 3.4 per cent. in the next decade, and by 1899-1909 it had come down to 2.5.

Finally, looking at the figures of the last ten years individually, the Commissioners hold out a very hopeful prospect, for they say:

"If, therefore, the rate of increase of the insane should continue to fall, it may shortly come down to the same level as that of the general community."

ONE CAUSE OF INCREASE.

There is indeed one small but very striking paragraph in the report which does suggest that the rise in insanity may be throughout more apparent than real. The Commissioners point out that in the last 30 years it is only in the county (and borough) asylums, among the various institutions of the country, that the proportion of lunatics has risen—probably because they now receive as inmates persons who at the commencement of the period would have been detained in workhouses or remained as outdoor paupers.

In other words, the asylum population has been increased by the inclusion of many who probably would not formally have been classed as lunatics at all.

This is made up of—
Private patients 10,616
Civilian inmates 7,936
Pauper patients 1,001

190,753
The private patients in receipt of £1 per cent. (males 25; females 15), and females 15).

91 PER CENT. ARE PAUPERS.

Pauper patients amounted to 91.1 per cent. of all the certified insane. The average annual increase for this class of patients during the last ten years was 2.87, so that the figures for 1910 are 65.2 below that mean, and 86.6 below the increase for 1909.

The criminal insane, which were: males 785, females 251, show a net increase of 19.

As compared with 1908 there were last year 40, instead of 48, coulees, with an increase in their numbers of pauper inmates totalling 1,030 against 1,250; and whereas in 1908 there were 14, with a total decrease of 3.9, in 1909 there were 20, with a decrease of 3.9. In London County the increase of 57 in 1908 was replaced last year by one of 109.

The annual average rate of increase for the county was 1.5 per cent., and for the county boroughs 2.4 per cent., both being lower than the analogous rates recorded in the last report. The highest rates of increase in the counties were:

Midsex 6.1;
Herts, 5.8;
Notts, 5.8;
Ches., 5.7;
East Sussex, 5.5;
Durham, 5.1.

The county of London gives an increase of 1.4, which is below the mean.

The number of patients in asylums who recovered last year and were discharged was 7,811; 2,966 were discharged who had not recovered; 10,338 died; and 101,607 remained under treatment.

Considerably more single persons at a marriageable age were admitted to asylums than married or widowed persons.

CAUSES OF INSANITY.

The causes of insanity—"antecedents," the Commissioners call them—are dealt with in some exceedingly interesting figures.

In order of frequency first place is given to illnesses following child-birth. Epilepsy is second; "sudden mental stress," that is, violent shock or emotion; third; and alcoholism fourth. It is then a list of "prolonged mental stress," which often stands alone as the determining cause of dementia—"seventh" and other causes in their order are the change of life in woman, congenital mental defect, and insane heredity—"perhaps the most potent factor predisposing to insanity in an individual"—and injuries.

"The selection of one particular antecedent as a principal agent in a subsequent effect necessarily implies a recognition of the fact that frequently many conditions of individual constitution, habit, and environment may together contribute to the result. This is markedly the case with insanity." The Commissioners find inherited or congenital mental instability associated with defective physical organisation, acquired physical disease, the declining powers of age, the perturbations of certain periods of life and child-birth, a life of poverty and privation, and vicious habits.

Of those admitted to asylums for the first time, it is interesting to note which of the factors were most frequent. Amongst the males, the order was: 1, alcoholism; 2, prolonged mental stress; 3, insane heredity; 4, epilepsy; 5, child-birth; 6, sudden mental stress; 7, injuries; 8, change of life; 9, physical disease; 10, poverty and privation; 11, congenital mental defect; 12, insane heredity; 13, epilepsy; 14, child-birth; 15, sudden mental stress; 16, injuries; 17, change of life; 18, physical disease; 19, poverty and privation; 20, congenital mental defect; 21, insane heredity; 22, epilepsy; 23, child-birth; 24, sudden mental stress; 25, injuries; 26, change of life; 27, physical disease; 28, poverty and privation; 29, congenital mental defect; 30, insane heredity; 31, epilepsy; 32, child-birth; 33, sudden mental stress; 34, injuries; 35, change of life; 36, physical disease; 37, poverty and privation; 38, congenital mental defect; 39, insane heredity; 40, epilepsy; 41, child-birth; 42, sudden mental stress; 43, injuries; 44, change of life; 45, physical disease; 46, poverty and privation; 47, congenital mental defect; 48, insane heredity; 49, epilepsy; 50, child-birth; 51, sudden mental stress; 52, injuries; 53, change of life; 54, physical disease; 55, poverty and privation; 56, congenital mental defect; 57, insane heredity; 58, epilepsy; 59, child-birth; 60, sudden mental stress; 61, injuries; 62, change of life; 63, physical disease; 64, poverty and privation; 65, congenital mental defect; 66, insane heredity; 67, epilepsy; 68, child-birth; 69, sudden mental stress; 70, injuries; 71, change of life; 72, physical disease; 73, poverty and privation; 74, congenital mental defect; 75, insane heredity; 76, epilepsy; 77, child-birth; 78, sudden mental stress; 79, injuries; 80, change of life; 81, physical disease; 82, poverty and privation; 83, congenital mental defect; 84, insane heredity; 85, epilepsy; 86, child-birth; 87, sudden mental stress; 88, injuries; 89, change of life; 90, physical disease; 91, poverty and privation; 92, congenital mental defect; 93, insane heredity; 94, epilepsy; 95, child-birth; 96, sudden mental stress; 97, injuries; 98, change of life; 99, physical disease; 100, poverty and privation; 101, congenital mental defect; 102, insane heredity; 103, epilepsy; 104, child-birth; 105, sudden mental stress; 106, injuries; 107, change of life; 108, physical disease; 109, poverty and privation; 110, congenital mental defect; 111, insane heredity; 112, epilepsy; 113, child-birth; 114, sudden mental stress; 115, injuries; 116, change of life; 117, physical disease; 118, poverty and privation; 119, congenital mental defect; 120, insane heredity; 121, epilepsy; 122, child-birth; 123, sudden mental stress; 124, injuries; 125, change of life; 126, physical disease; 127, poverty and privation; 128, congenital mental defect; 129, insane heredity; 130, epilepsy; 131, child-birth; 132, sudden mental stress; 133, injuries; 134, change of life; 135, physical disease; 136, poverty and privation; 137, congenital mental defect; 138, insane heredity; 139, epilepsy; 140, child-birth; 141, sudden mental stress; 142, injuries; 143, change of life; 144, physical disease; 145, poverty and privation; 146, congenital mental defect; 147, insane heredity; 148, epilepsy; 149, child-birth; 150, sudden mental stress; 151, injuries; 152, change of life; 153, physical disease; 154, poverty and privation; 155, congenital mental defect; 156, insane heredity; 157, epilepsy; 158, child-birth; 159, sudden mental stress; 160, injuries; 161, change of life; 162, physical disease; 163, poverty and privation; 164, congenital mental defect; 165, insane heredity; 166, epilepsy; 167, child-birth; 168, sudden mental stress; 169, injuries; 170, change of life; 171, physical disease; 172, poverty and privation; 173, congenital mental defect; 174, insane heredity; 175, epilepsy; 176, child-birth; 177, sudden mental stress; 178, injuries; 179, change of life; 180, physical disease; 181, poverty and privation; 182, congenital mental defect; 183, insane heredity; 184, epilepsy; 185, child-birth; 186, sudden mental stress; 187, injuries; 188, change of life; 189, physical disease; 190, poverty and privation; 191, congenital mental defect; 192, insane heredity; 193, epilepsy; 194, child-birth; 195, sudden mental stress; 196, injuries; 197, change of life; 198, physical disease; 199, poverty and privation; 200, congenital mental defect; 201, insane heredity; 202, epilepsy; 203, child-birth; 204, sudden mental stress; 205, injuries; 206, change of life; 207, physical disease; 208, poverty and privation; 209, congenital mental defect; 210, insane heredity; 211, epilepsy; 212, child-birth; 213, sudden mental stress; 214, injuries; 215, change of life; 216, physical disease; 217, poverty and privation; 218, congenital mental defect; 219, insane heredity; 220, epilepsy; 221, child-birth; 222, sudden mental stress; 223, injuries; 224, change of life; 225, physical disease; 226, poverty and privation; 227, congenital mental defect; 228, insane heredity; 229, epilepsy; 230, child-birth; 231, sudden mental stress; 232, injuries; 233, change of life; 234, physical disease; 235, poverty and privation; 236, congenital mental defect; 237, insane heredity; 238, epilepsy; 239, child-birth; 240, sudden mental stress; 241, injuries; 242, change of life; 243, physical disease; 244, poverty and privation; 245, congenital mental defect; 246, insane heredity; 247, epilepsy; 248, child-birth; 249, sudden mental stress; 250, injuries; 251, change of life; 252, physical disease; 253, poverty and privation; 254, congenital mental defect; 255, insane heredity; 256, epilepsy; 257, child-birth; 258, sudden mental stress; 259, injuries; 260, change of life; 261, physical disease; 262, poverty and privation; 263, congenital mental defect; 264, insane heredity; 265, epilepsy; 266, child-birth; 267, sudden mental stress; 268, injuries; 269, change of life; 270, physical disease; 271, poverty and privation; 272, congenital mental defect; 273, insane heredity; 274, epilepsy; 275, child-birth; 276, sudden mental stress; 277, injuries; 278, change of life; 279, physical disease; 280, poverty and privation; 281, congenital mental defect; 282, insane heredity; 283, epilepsy; 284, child-birth; 285, sudden mental stress; 286, injuries; 287, change of life; 288, physical disease; 289, poverty and privation; 290, congenital mental defect; 291, insane heredity; 292, epilepsy; 293, child-birth; 294, sudden mental stress; 295, injuries; 296, change of life; 297, physical disease; 298, poverty and privation; 299, congenital mental defect; 300, insane heredity; 301, epilepsy; 302, child-birth; 303, sudden mental stress; 304, injuries; 305, change of life; 306, physical disease; 307, poverty and privation; 308, congenital mental defect; 309, insane heredity; 310, epilepsy; 311, child-birth; 312, sudden mental stress; 313, injuries; 314, change of life; 315, physical disease; 316, poverty and privation; 317, congenital mental defect; 318, insane heredity; 319, epilepsy; 320, child-birth; 321, sudden mental stress; 322, injuries; 323, change of life; 324, physical disease; 325, poverty and privation; 326, congenital mental defect; 327, insane heredity; 328, epilepsy; 329, child-birth; 330, sudden mental stress; 331, injuries; 332, change of life; 333, physical disease; 334, poverty and privation; 335, congenital mental defect; 336, insane heredity; 337, epilepsy; 338, child-birth; 339, sudden mental stress; 340, injuries; 341, change of life; 342, physical disease; 343, poverty and privation; 344, congenital mental defect; 345, insane heredity; 346, epilepsy; 347, child-birth; 348, sudden mental stress; 349, injuries; 350, change of life; 351, physical disease; 352, poverty and privation; 353, congenital mental defect; 354, insane heredity; 355, epilepsy; 356, child-birth; 357, sudden mental stress; 358, injuries; 359, change of life; 360, physical disease; 361, poverty and privation; 362, congenital mental defect; 363, insane heredity; 364, epilepsy; 365, child-birth; 366, sudden mental stress; 367, injuries; 368, change of life; 369, physical disease; 370, poverty and privation; 371, congenital mental defect; 372, insane heredity; 373, epilepsy; 374, child-birth; 375, sudden mental stress; 376, injuries; 377, change of life; 378, physical disease; 379, poverty and privation; 380, congenital mental defect; 381, insane heredity; 382, epilepsy; 383, child-birth; 384, sudden mental stress; 385, injuries; 386, change of life; 387, physical disease; 388, poverty and privation; 389, congenital mental defect; 390, insane heredity; 391, epilepsy; 392, child-birth; 393, sudden mental stress; 394, injuries; 395, change of life; 396, physical disease; 397, poverty and privation; 398, congenital mental defect; 399, insane heredity; 400, epilepsy; 401, child-birth; 402, sudden mental stress; 403, injuries; 404, change of life; 405, physical disease; 406, poverty and privation; 407, congenital mental defect; 408, insane heredity; 409, epilepsy; 410, child-birth; 411, sudden mental stress; 412, injuries; 413, change of life; 414, physical disease; 415, poverty and privation; 416, congenital mental defect; 417, insane heredity; 418, epilepsy; 419, child-birth; 420, sudden mental stress; 421, injuries; 422, change of life; 423, physical disease; 424, poverty and privation; 425, congenital mental defect; 426, insane heredity; 427, epilepsy; 428, child-birth; 429, sudden mental stress; 430, injuries; 431, change of life; 432, physical disease; 433, poverty and privation; 434, congenital mental defect; 435, insane heredity; 436, epilepsy; 437, child-birth; 438, sudden mental stress; 439, injuries; 440, change of life; 441, physical disease; 442, poverty and privation; 443, congenital mental defect; 444, insane heredity; 445, epilepsy; 446, child-birth; 447, sudden mental stress; 448, injuries; 449, change of life; 450, physical disease; 451, poverty and privation; 452, congenital mental defect; 453, insane heredity; 454, epilepsy; 455, child-birth; 456, sudden mental stress; 457, injuries; 458, change of life; 459, physical disease; 460, poverty and privation; 461, congenital mental defect; 462, insane heredity; 463, epilepsy; 464, child-birth; 465, sudden mental stress; 466, injuries; 467, change of life; 468, physical disease; 469, poverty and privation; 470, congenital mental defect; 471, insane heredity; 472, epilepsy; 473, child-birth; 474, sudden mental stress; 475, injuries; 476, change of life; 477, physical disease; 478, poverty and privation; 479, congenital mental defect; 480, insane heredity; 481, epilepsy; 482, child-birth; 483, sudden mental stress; 484, injuries; 485, change of life; 486, physical disease; 487, poverty and privation; 488, congenital mental defect; 489, insane heredity; 490, epilepsy; 491, child-birth; 492, sudden mental stress; 493, injuries; 494, change of life; 495, physical disease; 496, poverty and privation; 497, congenital mental defect; 498, insane heredity; 499, epilepsy; 500, child-birth; 501, sudden mental stress; 502, injuries; 503, change of life; 504, physical disease; 505, poverty and privation; 506, congenital mental defect; 507, insane heredity; 508, epilepsy; 509, child-birth; 510, sudden mental stress; 511, injuries; 512, change of life; 513, physical disease; 514, poverty and privation; 515, congenital mental defect; 516, insane heredity; 517, epilepsy; 518, child-birth; 519, sudden mental stress; 520, injuries; 521, change of life; 522, physical disease; 523, poverty and privation; 524, congenital mental defect; 525, insane heredity; 526, epilepsy; 527, child-birth; 528, sudden mental stress; 529, injuries; 530, change of life; 531, physical disease; 532, poverty and privation; 533, congenital mental defect; 534, insane heredity; 535, epilepsy; 536, child-birth; 537, sudden mental stress; 538, injuries; 539, change of life; 540, physical disease; 541, poverty and privation; 542, congenital mental defect; 543, insane heredity; 544, epilepsy; 545, child-birth; 546, sudden mental stress; 547, injuries; 548, change of life; 549, physical disease; 550, poverty and privation; 551, congenital mental defect; 552, insane heredity; 553, epilepsy; 554, child-birth; 555, sudden mental stress; 556, injuries; 557, change of life; 558, physical disease; 559, poverty and privation; 560, congenital mental defect; 561, insane heredity; 562, epilepsy; 563, child-birth; 564, sudden mental stress; 565, injuries; 566, change of life; 567, physical disease; 568, poverty and privation; 569, congenital mental defect; 570, insane heredity; 571, epilepsy; 572, child-birth; 573, sudden mental stress; 574, injuries; 575, change of life; 576, physical disease; 577, poverty and privation; 578, congenital mental defect; 579, insane heredity; 580, epilepsy; 581, child-birth; 582, sudden mental stress; 583, injuries; 584, change of life; 585, physical disease; 586, poverty and privation; 587, congenital mental defect; 588, insane heredity; 589, epilepsy; 590, child-birth; 591, sudden mental stress; 592, injuries; 593, change of life; 594, physical disease; 595, poverty and privation; 596, congenital mental defect; 597, insane heredity; 598, epilepsy; 599, child-birth; 600, sudden mental stress; 601, injuries; 602, change of life; 603, physical disease; 604, poverty and privation; 605, congenital mental defect; 606, insane heredity; 607, epilepsy; 608, child-birth; 609, sudden mental stress; 610, injuries; 611, change of life; 612, physical disease; 613, poverty and privation; 614, congenital mental defect; 615, insane heredity; 616, epilepsy; 617, child-birth; 618, sudden mental stress; 619, injuries; 620, change of life; 621, physical disease; 622, poverty and privation; 623, congenital mental defect; 624, insane heredity; 625, epilepsy; 626, child-birth; 627, sudden mental stress; 628, injuries; 629, change of life; 630, physical disease; 631, poverty and privation; 632, congenital mental defect; 633, insane heredity; 634, epilepsy; 635, child-birth; 636, sudden mental stress; 637, injuries; 638, change of life; 639, physical disease; 640, poverty and privation; 641, congenital mental defect; 642, insane heredity; 643, epilepsy; 644, child-birth; 645, sudden mental stress; 646, injuries; 647, change of life; 648, physical disease; 649, poverty and privation; 650, congenital mental defect; 651, insane heredity; 652, epilepsy; 653, child-birth; 654, sudden mental stress; 655, injuries; 656, change of life; 657, physical disease; 658, poverty and privation; 659, congenital mental defect; 660, insane heredity; 661, epilepsy; 662, child-birth; 663, sudden mental stress; 664, injuries; 665, change of life; 666, physical disease; 667, poverty and privation; 668, congenital mental defect; 669, insane heredity; 670, epilepsy; 671, child-birth; 672, sudden mental stress; 673, injuries; 674, change of life; 675, physical disease; 676, poverty and privation; 677, congenital mental defect; 678, insane heredity; 679, epilepsy; 680, child-birth; 681, sudden mental stress; 682, injuries; 683, change of life; 684, physical disease; 685, poverty and privation; 686, congenital mental defect; 687, insane heredity; 688, epilepsy; 689, child-birth; 690, sudden mental stress; 691, injuries; 692, change of life; 693, physical disease; 694, poverty and privation; 695, congenital mental defect; 696, insane heredity; 697, epilepsy; 698, child-birth; 699, sudden mental stress; 700, injuries; 701, change of life; 702, physical disease; 703, poverty and privation; 704, congenital mental defect; 705, insane heredity; 706, epilepsy; 707, child-birth; 708, sudden mental stress; 709, injuries; 710, change of life; 711, physical disease; 712, poverty and privation; 713, congenital mental defect; 714, insane heredity; 715, epilepsy; 716, child-birth; 717, sudden mental stress; 718, injuries; 719, change of life; 720, physical disease; 721, poverty and privation; 722, congenital mental defect; 723, insane heredity; 724, epilepsy; 725, child-birth; 726, sudden mental stress; 727, injuries; 728, change of life; 729, physical disease; 730, poverty and privation; 731, congenital mental defect; 732, insane heredity; 733, epilepsy; 734, child-birth; 735, sudden mental stress; 736, injuries; 737, change of life; 738, physical disease; 739, poverty and privation; 740, congenital mental defect; 741, insane heredity; 742, epilepsy; 743, child-birth; 744, sudden mental stress; 745, injuries; 746, change of life; 747, physical disease; 748, poverty and privation; 749, congenital mental defect; 750, insane heredity; 751, epilepsy; 752, child-birth; 753, sudden mental stress; 754, injuries; 755, change of life; 756, physical disease; 757, poverty and privation; 758, congenital mental defect; 759, insane heredity; 760, epilepsy; 761, child-birth; 762, sudden mental stress; 763, injuries; 764, change of life; 765, physical disease; 766, poverty and privation; 767, congenital mental defect; 768, insane heredity; 769, epilepsy; 770, child-birth; 771, sudden mental stress; 772, injuries; 773, change of life; 774, physical disease; 775, poverty and privation; 776, congenital mental defect; 777, insane heredity; 778, epilepsy; 779, child-birth; 780, sudden mental stress; 781, injuries; 782, change of life; 783, physical disease; 784, poverty and privation; 785, congenital mental defect; 786, insane heredity; 787, epilepsy; 788, child-birth; 789, sudden mental stress; 790, injuries; 791, change of life; 792, physical disease; 793, poverty and privation; 794, congenital mental defect; 795, insane heredity; 796, epilepsy; 797, child-birth; 798, sudden mental stress; 799, injuries; 800, change of life; 801, physical disease; 802, poverty and privation; 803, congenital mental defect; 804, insane heredity; 805, epilepsy; 806, child-birth; 807, sudden mental stress; 808, injuries; 809, change of life; 810, physical disease; 811, poverty and privation; 812, congenital mental defect; 813, insane heredity; 814, epilepsy; 815, child-birth; 816, sudden mental stress; 817, injuries; 818, change of life; 819, physical disease; 820, poverty and privation; 821, congenital mental defect; 822, insane heredity; 823, epilepsy; 824, child-birth; 825, sudden mental stress; 826, injuries; 827, change of life; 828, physical disease; 829, poverty and privation; 830, congenital mental defect; 831, insane heredity; 832, epilepsy; 833, child-birth; 834, sudden mental stress; 835, injuries; 836, change of life; 837, physical disease; 838, poverty and privation; 839, congenital mental defect; 840, insane heredity; 841, epilepsy; 842, child-birth; 843, sudden mental stress; 844, injuries; 845, change of life; 846, physical disease; 847, poverty and privation; 848, congenital mental defect; 849, insane heredity; 850, epilepsy; 851, child-birth; 852, sudden mental stress; 853, injuries; 854, change of life; 855, physical disease; 856, poverty and privation; 857, congenital mental defect; 858, insane heredity; 859, epilepsy; 860, child-birth; 861, sudden mental stress; 862, injuries; 863, change of life; 864, physical disease; 865, poverty and privation; 866, congenital mental defect; 867, insane heredity; 868, epilepsy; 869, child-birth; 870, sudden mental stress; 871, injuries; 872, change of life; 873, physical disease; 874, poverty and privation; 875, congenital mental defect; 876, insane heredity; 877, epilepsy; 878, child-birth; 879, sudden mental stress; 880, injuries; 881, change of life; 882, physical disease; 883, poverty and privation; 884, congenital mental defect; 885, insane heredity; 886, epilepsy; 887, child-birth; 888, sudden mental stress; 889, injuries; 890, change of life; 891, physical disease; 892, poverty and privation; 893, congenital mental defect; 894, insane heredity; 895, epilepsy; 896, child-birth; 897, sudden mental stress; 898, injuries; 899, change of life; 900, physical disease; 901, poverty and privation; 902, congenital mental defect; 903, insane heredity; 904, epilepsy; 905, child-birth; 906, sudden mental stress; 907, injuries; 908, change of life; 909, physical disease; 910, poverty and privation; 911, congenital mental defect; 912, insane heredity; 913, epilepsy; 914, child-birth; 915, sudden mental stress; 916, injuries; 917, change of life; 918, physical disease; 919, poverty and privation; 920, congenital mental defect; 921, insane heredity; 922, epilepsy; 923, child-birth; 924, sudden mental stress; 925, injuries; 926, change of life; 927, physical disease; 928, poverty and privation; 929, congenital mental defect; 930, insane heredity; 931, epilepsy; 932, child-birth; 933, sudden mental stress; 934, injuries; 935, change of life; 936, physical disease; 937, poverty and privation; 938, congenital mental defect; 939, insane heredity; 940, epilepsy; 941, child-birth; 942, sudden mental stress; 943, injuries; 944, change of life; 945, physical disease; 946, poverty and privation; 947, congenital mental defect; 948, insane heredity; 949, epilepsy; 950, child-birth; 951, sudden mental stress; 952, injuries; 953, change of life; 954, physical disease; 955, poverty and privation; 956, congenital mental defect; 957, insane heredity; 958, epilepsy; 959, child-birth; 960, sudden mental stress; 961, injuries; 962, change of life; 963, physical disease; 964, poverty and privation; 965, congenital mental defect; 966, insane heredity; 967, epilepsy; 968, child-birth; 969, sudden mental stress; 970, injuries; 971, change of life; 972, physical disease; 973, poverty and privation; 974, congenital mental defect; 975, insane heredity; 976, epilepsy; 977, child-birth; 978, sudden mental stress; 979, injuries; 980, change of life; 981, physical disease; 982, poverty and privation; 983, congenital mental defect; 984, insane heredity; 985, epilepsy; 986, child-birth; 987, sudden mental stress; 988, injuries; 989, change of life; 990, physical disease; 991, poverty and privation; 992, congenital mental defect; 993, insane heredity; 994, epilepsy; 995, child-birth; 996, sudden mental stress; 997, injuries; 998, change of life; 999, physical disease; 1000, poverty and privation; 1001, congenital mental defect; 1002, insane heredity; 1003, epilepsy; 1004, child-birth; 1005, sudden mental stress; 1006, injuries; 1007, change of life; 1008, physical disease; 1009, poverty and privation; 1010, congenital mental defect; 1011, insane heredity; 1012, epilepsy; 1013, child-birth; 1014, sudden mental stress; 1015, injuries; 1016, change of life; 1017, physical disease; 1018, poverty and privation; 1019, congenital mental defect; 1020, insane heredity; 1021, epilepsy;

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR.

SCOTCH
WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any returned MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 10, 1910.

OPIMUM ALARMISTS.

A day or two ago we reproduced from the London *Morning Leader* an article written by Mr. Frederick Moore of Peking, entitled "The High Hand: China and the Opium Traffic." That article, we presume, was written to order. The journal in which it appears is bound to maintain its convictions as expressed before, even if these be obviously wrong. It is compelled to bolster up its previous statements by fair means or foul. Hence the instructions to its Peking correspondent to write upon one side of the case only,—the side that suits its punitively honest but obviously over-stated points of fact. Just a little while ago the same writer alleged that there were certain newspapers in the East pandering to the opium trade and keeping in hand articles rebuffing of these attacks; in fact, they were supposed to keep a score of head-lines standing for future use whenever the opium question came under discussion. In that group, whether it exists or no, the *Hongkong Telegraph* does not take a place. While denouncing the immoderate use of the drug like any other vice, we have urged again and again that the interests of British traders must be considered fully by the Government when passing any law or ordinance.

In common law, the ordinary employee is able to claim a month's wages in lieu of notice. And the employer is bound to act up to the same when the case comes under judicial jurisdiction. But here in the case of the Opium Farmer he is asked to put in a tender for three years on a certain understanding and before he has had time to get his footing, so to speak, he is a saddled with restrictions that render him incapable of carrying out his contract. The main point which Mr. Moore misses is that the anti-opium movement is harmful to many British merchants in the East. These same merchants care no more for the opium trade than does the most rampant virago in Exeter Hall except for this fact that they have made forward contracts which they must fulfil at any cost. It does not require to be said that they are doing their best to meet their liabilities but it is quite patent that some of them are doing so at immense sacrifices. In consequence of the enhanced taxes on opium, illegal smuggling is greater to-day than ever, it was before, and the sole question for the Customs authorities to answer is, whether it is better to institute thoroughly effective and preventive methods or to exercise wholesome control of the opium traffic when it has passed into the hinterlands. Our own opinion is that the latter course is the more beneficial. The tea-gardens utterances of Canton are more powerful in their own way than all the vapourings of Exeter Hall and the former generally contain a great deal more sense than is to be found in Fleet Street. As we know, Mr. Moore has been out in the East quite a long time; yet his recent writings put us in mind of another journalist who before he had been twenty minutes in the country started to write to journals about "we who have rubbed shoulders with the Japs," etc. Mr. Moore would be wise if he abstained from any further made-to-order articles on the opium question. They may gull the London public and be acceptable to the palate of super-Radical readers, but to men who have lived their lives out in the East they are not only unconvincing but condemnatory of their author. To take this passage, for instance:—"That China's hatred of the foreigner is due in part, at any rate, to his commerce in opium is incontestable, in spite of the statement of Lord Curzon, when Viceroy of India, that the Chinaman no more dislikes the Briton for bringing him better opium than the Briton dislikes the Frenchman for making better brandy. For half a century the Chinese have been crying out whether rightly or wrongly, against the 'foreigner' on the score of opium. The very name of the drug, 'foreign earth,' is evidence of the association in the Chinese mind. Indeed, the anti-foreign feeling in China has much to do with the remarkable campaign, which those addicted to the use of opium, no less than those for whom it has no temptations, are waging on behalf of their country. The Chinese declare that the 'foreigner' brought this curse upon them (opium probably first came into China overland across the Western borders); they see that by its consumption the foreigner grows rich while they grow poor; and they know that the foreigner's hold upon China, which they desire to break, has, until the present revival, grown tighter every year." Now, if Mr. Moore had studied Chinese life and compared it with the living conditions which exist in, say, France or in Scotland he must have seen that it is as useless to attempt to eradicate opium smoking as it is to stop abstinence consumption or whisky drinking. Japan may be cited as a shining example apposite to the occasion, but in Japan it is a notorious fact that temperate as her people are there has been since her suppression of the opium trade a marked increase of consumption both of native and foreign spirits. So in China. The Governor of the Straits Settlements, Sir John Anderson, in commenting upon this same subject some two years ago remarked that he was fearful that the anti-opium laws then passing through the Legislative Council might lead to worse evils; and assuredly they have tended in that direction for the trade returns of Singapore show that there exists a growing demand for cheap foreign spirits. After perusal of the Chinese Customs reports which have just come to hand for the past year, we recognize the same state of affairs and we can only conclude by saying as we have done before: "Bridle opium as you may but attempt not its extirpation by law."

LOCAL AND GENERAL.

FOR stealing some iron ladders and old shoes, a native was awarded three weeks' hard labour in the Police Court this morning.

THE Police carried out a successful raid shortly after five o'clock last night on an opium den at No. 20, Shan-ki-wan Road. During the raid Detective Sergeant Watt, who had charge of operations, seized a considerable quantity of opium pipes and other smoking paraphernalia. This morning twelve men were brought before Mr. J. R. Wood in connection with the matter. The keeper was fined \$50 and the rest were each fined \$4 for smoking on the premises.

The name of Dr. J. C. D. Allan has been added to the Register of Medical Practitioners entitled to practise medicine in the Colony.

THE British cruiser *Minotaur*—with Admiral Wiaslow on board—and the *Kent* arrived at Nagasaki on the 1st instant from Quelpart Island.

TENDERS are invited for the supply of miscellaneous stores for the Kowloon-Canton Railway, British Section, from 15th October, 1910, to the end of June, 1911.

A "BOY" employed at the Wellington Barracks was awarded six weeks' hard labour at the Magistracy this morning for the larceny of a snuffing-brush.

THE master of the German s.s. *Carl Diederich* reports a large Chinese junk awash in Lat. 10° 25' N. Long. 111° 15' E. S. Taya Island bearing S.W. by W. 3 miles.

FROM an official statement made up to August 1910, compiled from returns received from 19 prefectures, it appears that 1,073 persons were killed in the recent floods in Japan, 130 are missing, and 739 were injured.

A TAILOR's shroff was charged at the Magistrate's Court this morning with misappropriating the sum of \$10. It was alleged that the man went to various customers and collected over \$10; the thief was sentenced to three months' hard labour.

THE sum of 10,000 francs has been contributed by His Majesty the Emperor Francis Joseph for the relief of the sufferers from the floods. His Majesty also sent a telegram to the Japanese Government expressing his sympathy in connection with the disaster.

THE *D. Shaw Ship*, the organ of the Daihan Society, has discontinued publication. It is believed, says a Seoul dispatch, that the paper has been bought by the Residency-General. Since the arrival in Seoul of Viscount Terauchi the number of newspapers published in Seoul has been reduced to one-half.

THE Koreans are now so anxious to dispose with their top-knots under the new dispensation, we are to believe a Seoul dispatch, that the barbers in Seoul are overwhelmed with business. It is singular, says the dispatch, that those Koreans who are regarded as most conservative have taken the lead in this movement.

A TAMIL was caught by a big crocodile at Port Swettenham at 8 p.m. on the 15th ult. while fishing in one of the big drains. A few Malays passing by went to his rescue and dragged him out of the drain. Strange to say, the crocodile did not let go his grip and was dragged up on to the road. Subsequently it bolted off into the water again. The man was taken to the Klang hospital where, soon after, he succumbed to his injuries.

THE cotton-spinning industry in Bombay appears to be suffering from a slump. A telegram reaching the Osaka branch of the Mitsui Bussan Kaisha on the 1st instant reported that fifteen spinning mills in Bombay were considering a proposal to suspend operation from that date. Already two or three of them had virtually stopped work. It was expected that the mills would arrive at an agreement on the proposal. The depression in the yarn market and the high price of raw cotton are said to be responsible for the proposal.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1909, as certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, \$4,170,930	\$1,000,000	
Hongkong and Shanghai Banking Corporation, 11,851,512	1,000,000	
National Bank of China, Limited, 30,378	nil.	
Total, 16,052,820	10,000,000	

V. H. H. his head swathed in bandages and showing signs of having been roughly handled, a Chinese coolie related the story of a battle royal between him and a hawk to Mr. E. R. Hallifax, First Police Magistrate, this morning. It appears that as one of the Macao steamers came alongside the wharf yesterday, one of the parties rushed up the gangway to take some of the passengers' luggage ashore but was effectually stayed in his progress by the other party, who was fully determined not to allow any competition in a province where he thought he had an exclusive right. That was the cause of the trouble. A violent "scrap" ensued, in the course of which bamboo were freely used, and of which the coolie seems to have got the worst. His Worship fined the other party \$5 and bound him over in the sum of \$15 to keep the peace for six months.

THE ACCIDENT TO THE "HAICHING."

NO DAMAGE REPORTED.

We reported yesterday the accident to the Douglas s.s. *Haiching* which was carried ashore on the East Ricks during the gale on Thursday night. The result of the survey yesterday when the steamer was docked for an examination is now known. We are pleased to be able to state that the *Haiching* has sustained absolutely no damage, which is matter for gratification to all concerned. The steamer was undocked about 9 p.m. yesterday and will shortly resume her service on the coast.

HONGKONG HOTEL CO., LD.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders was held at the Company's Hotel, this afternoon, for the purpose of receiving a statement of accounts to the 30th June, 1910, with the report of the directors, and to discuss any matter that may be brought before the meeting. Dr. J. W. Noble (chairman of directors) presided. There were also present—Hon. Mr. E. Osborne, Mr. J. W. C. Bonnar, (director), Messrs. J. Arnold, E. Haskell, Shi To-shum, Li Chan, Fong Tat-hang, A. F. Davies (manager), and C. Mooney (secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen,—With your permission I will follow the usual custom and take the report and accounts as having been read. On referring to these accounts you will observe that the profit on the working account for the period under review shows an increase of \$16,884.46, due mainly to enforced economy, enabling us to increase the dividend rate to 12 per cent. per annum, a result which I hope you will consider satisfactory for the six months' working, and I am sure you will, if you bear in mind the number of hotels that have sprung up around us and the difficulties which beset us, and under which we have been and are at present labouring; surrounded as we are by builders and building materials. We hoped to have the south block finished ere this; the contract time has, however, been extended from the 17th of August to the 17th of October, on which date we hope to enter into possession or collect rent therefor. When the numerous improvements now in progress—including the new south block, a new lounge, a porte cochere, and an additional lift for baggage—are complete, you will have an up-to-date hotel property second to none in the Far East. The lounge referred to will occupy the large storeroom recently vacated by Farall and Co., and should prove an attraction, as the front portion will be opened to the street in a manner somewhat similar to the main entrance to the hotel; the inner portion, whilst allowing an unobstructed view of the street, will be so protected as to insure sufficient privacy to enable our guests to meet, receive and entertain their friends there should they so desire. The traveller may there pass many an hour studying the varying and ever-changing street scene of the Orient so engaging to the stranger. Practically the entire range of rooms facing the three streets, Des Voeux Road, Peddar Street and Queen's Road, a continuous frontage of nearly 650 feet, will be devoted to the free use of our guests, as public and private dining, bill, reading, cloak, drawing, smoking, public and private billiard and barroom, all spacious and lofty, and which far exceed in number and extent those of any hotel in the East. You will have 101 bedrooms, 27 of which will have private bathrooms attached, each floor will have a "suite de luxe" for the use of those who demand better accommodation than they have hitherto been able to obtain. The new private bathrooms are large and fitted with the most modern and up-to-date appointments and plumbing, porcelain bath tubs, stationary wash-stands with hot and cold water laid on to each. The baggage lift now being erected will make available for the use of guests three lifts instead of two as at present, and all the baggage will be taken into the premises by the entrance at the rear near which this fourth lift is now under construction. In closing I might add that your directors have suffered many disappointments that many details of the completed structure will not be what they hoped they would, yet their aims and ambitions—even though unobtainable—were high enough to still enable them to hand over to you a property which will be a great improvement to the Colony, will rival many caravansaries in other parts of the world, and in the possession of which the shareholders are certainly to be congratulated. Before proposing the adoption of the report and accounts, I will be pleased to answer any questions that you may ask.

"PASCO DA GAMA."

DOCKING AT M. NILA.

Captain J. A. Celestino Soares, Commander of the Portuguese gunboat *Pasco da Gama*, accompanied by his adjutant, made official calls on 5th inst. on the Governor General and Major General Dávalos at Manila. The warship which arrived at Manila on Monday from Hongkong, is en route to Lisbon via Timor and Coe, the Portuguese settlement in India, thence to Mozambique on the African coast. The ship is badly in need of docking and it is very probable the naval authorities at Olongapo will permit the ship to be docked on the Dewey.

MOVEMENTS OF BRITISH WARSHIPS.

DEPARTURE OF THE BEDFORD'S CREW.

The P. & O. s.s. *Bedford* arrived at Nagasaki at 6.30 on Tuesday evening and immediately began to embark the officers and men of the cruiser *Bedford* and material from the wreck. As soon as the *Nagasaki* was sighted by the *Bedford*, reports, the blue jets and masts disembarked from the *Memphis* in lighters and awaited the arrival of the *Bedford*. When they embarked on the *Nagasaki*, the men of the *Memphis* gave them hearty cheers in token of farewell. At midnight the P. & O. steamer left for London, via ports.

The cruiser *Memphis* sailed for Quelpart at 10 o'clock on Tuesday night. On Wednesday morning the *Flora* arrived at Nagasaki from the scene of the wreck; she is a twin-crow protected cruiser, 2nd class, of 4,350 tons and is commanded by Captain John Nicholas. The flagship *Minotaur* and the *Kent* were expected at the southern port yesterday.

The *Nagasaki Press* understands that the Mitsui Bishi Company has undertaken the salvage of the *Bedford* and that the British consuls will cease their work of salvaging the armament and fittings. A thing authoritative can be learned as to the court-martial of the officers responsible for the *Bedford*.

A meeting was held at the Nagasaki City Office on Wednesday at which it was decided that the Japanese residents of Nagasaki should be appealed to for subscriptions to the *Bedford* relief fund.

BOYS' OWN CLUB.

AQUATIC SPORTS.

The Quarter Mile Championship in connection with the B. O. C. aquatic sports took place yesterday afternoon from the praya opposite Butterfield and Swire's office to a buoy out in the harbor and back. Five competitors entered for the race; they were J. M. Ross, Pereira, A. R. Carroll, H. W. Petersen, H. J. White and Y. Abbas.

All started on equal terms and after about a hundred yards had been covered Pereira took the lead with the others close behind. On the return journey White and Abbas retired with Pereira still leading. The race started from within 50 yards of the finish when Petersen and Carroll overtook Pereira. In the final sprint Petersen won by a couple of lengths from Carroll with Pereira a close third. The remaining events will be brought on this afternoon commencing at 2.30 p.m. in the V. R. C. Club.

THE BITER BIT.

HIGH-HANDED CONDUCT OF SIKH CONSTABLE PUNISHED.

The aver-gait Indian constable, dearly loved to indulge in his favorite hobby of asserting his authority. Only yesterday, one of their number went to the trouble of summoning an Italian gentleman for sitting on the rails at Blake Pier (the benches were monopolized by the coolie brigade) but much to the chagrin of the tormented gentleman, the defendant was discharged with a caution. This morning, however, a case of glaring high-handedness came up before Mr. E. R. Hallifax, First Police Magistrate. It would appear that a few days ago, a certain resident wished to change a five-dollar bill into smaller money and with that object in view approached the constable in question.

The latter demanded a premium of 50 cents and as the other did not know the rate of exchange, he inquired of a passing Chinaman, and was told that 25 cents would suffice. On hearing this, the constable not relishing the idea of being cheated out of his money by what appeared to him as efficiency in force, struck the latter on the mouth with a vicious blow with his fist, drawing blood out of the victim's mouth. Then by way of adding insult to injury, he arrested the man and removed him to the Police Station, where he charged him with disorderly behavior. Afterwards, thinking that he had committed a technical blunder in the wording of the charge, he altered it to one of being a public nuisance. The final outcome of the affair was that the constable was charged this morning with assault and was convicted and fined \$10. In view of the fact that the defendant has a previous conviction recorded against him, in which he was fined \$15 for assault on a district watchman, and considering that the offence in this instance was wholly unprovoked, the punishment meted out to the offender should be considered in the light of a lenient one and we regret that the Magistrate should not have taken a more serious view of the case. We understood that the matter has been reported to the Captain Superintendent of Police. Recently, considerable trouble has been experienced both at Shanghai and in this Colony by serious outbreaks of insubordination among the Sikh Police and it is incumbent on the authorities to convince these men that such high-handed behaviour will not be tolerated in a British Colony.

"PASCO DA GAMA."

DOCKING AT M. NILA.

Captain J. A. Celestino Soares, Commander of the Portuguese gunboat *Pasco da Gama*, accompanied by his adjutant, made official calls on 5th inst. on the Governor General and Major General Dávalos at Manila. The warship which arrived at Manila on Monday from Hongkong, is en route to Lisbon via Timor and Coe, the Portuguese settlement in India, thence to Mozambique on the African coast. The ship is badly in need of docking and it is very probable the naval authorities at Olongapo will permit the ship to be docked on the Dewey.

MOVEMENTS OF BRITISH WARSHIPS.

DEPARTURE OF THE BEDFORD'S CREW.

The P. & O. s.s. *Bedford* arrived at Nagasaki at 6.30 on Tuesday evening and immediately began to embark the officers and men of the cruiser *Bedford* and material from the wreck. As soon as the *Nagasaki* was sighted by the *Bedford*, reports, the blue jets and masts disembarked from the *Memphis* in lighters and awaited the arrival of the *Bedford*. When they embarked on the *Nagasaki*, the men of the *Memphis* gave them hearty cheers in token of farewell. At midnight the P. & O. steamer left for London, via ports.

The cruiser *Memphis* sailed for Quelpart at 10 o'clock on Tuesday night. On Wednesday morning the *Flora* arrived at Nagasaki from the scene of the wreck; she is a twin-crow protected cruiser, 2nd class, of 4,350 tons and is commanded by Captain John Nicholas. The flagship *Minotaur* and the *Kent* were expected at the southern port yesterday.

The *Nagasaki Press* understands that the Mitsui Bishi Company has undertaken the salvage of the *Bedford* and that the British consuls will cease their work of salvaging the armament and fittings. A thing authoritative can be learned as to the court-martial of the officers responsible for the *Bedford*.

A meeting was held at the Nagasaki City Office on Wednesday at which it was decided that the Japanese residents of Nagasaki should be appealed to for subscriptions to the *Bedford* relief fund.

BOYS' OWN CLUB.

AQUATIC SPORTS.

The Quarter Mile Championship in connection with the B. O. C. aquatic sports took place yesterday afternoon from the praya opposite Butterfield and Swire's office to a buoy out in the harbor and back. Five competitors entered for the race; they were J. M. Ross, Pereira, A. R. Carroll, H. W. Petersen, H. J. White and Y. Abbas.

All started on equal terms and after about a hundred yards had been covered Pereira took the lead with the others close behind. On the return journey White and Abbas retired with Pereira still leading. The race started from within 50 yards of the finish when Petersen and Carroll overtook Pereira. In the final sprint Petersen won by a couple of lengths from Carroll with Pereira a close third. The remaining events will be brought on this afternoon commencing at 2.30 p.m. in the V. R. C. Club.

NOTES BY THE WAY.

WINTRY WEATHER.

The weather has always been a personal source of inspiration to the humble scribe and here in Hongkong, where the sum of public excitement takes the shape of serious discussions and otherwise at the Legislative Council and an occasional freak of journalism, it is particularly difficult to resist the temptation of referring to the subject of the weather. For that reason, I cannot help remarking how decidedly changeable the past week has been. The jump from the sweltering heat of recent days to the cool air of the past week has indeed proved a gracious boon to jaded workers. The fact also led to "warm" even being requisitioned in the early hours of the morning by a good number of residents in the higher levels. Already the peculiar tang of the winter month, which makes "fog" tell the heart joy of living, has made itself felt and several people have been wondering whether we are to have an early winter. The beloved "Gutter Poet" wrote: "And winter lingering chills the lap of May." I wonder what that genius would have said if he had experienced the past fortnight's metamorphosis in our own beloved "harry." The change in the atmosphere and a copious downpour of rain were distinctly welcome and the only pity is that a disquieting feature should have marred our pleasure in the form of a constant fear of a visit by our old friend the typhoon demon.

ILLEGAL SCOUTS.

Another unit has been added to the Hongkong Volunteer Corps. It may be permitted to judge from the list of names appearing in the Press our latest recruits are all good men and true and can be fully relied upon to uphold British prestige in the Far East. An *ad hoc* unit may be mentioned that incidentally I noticed that every effort had been made to secure a "congenial" company. As the public has not as yet had an opportunity of witnessing the merits or demerits of the members, the unit having been formed only the other day, it would be unfair to pass criticism on the newly-formed body and I will leave time to decide whether the formation of this newest unit has been justified or not. I certainly don't wish to damp the new-born ardour of the members by giving expression to sentiments calculated to discourage them. The only thing I can say without feeling a single quiver is that such wholesale patriotism is decidedly refreshing to behold and should strike fear into the hearts of England's foes. Success and prosperity to the Hongkong Scouts!

WHY THE REGIMENT STOPPED.

While on the subject of militarism, I am reminded of a good story concerning a certain South American army. The incident is reported to have occurred at one of the common periods of warfare ebullitions between the various States of the South American Republic. One of the opposing armies was proceeding to carry out its attack on a well-fortified camp when suddenly the soldiers came to a halt and refused to go on for no reason whatever. The Generalissimo commanding the division thereupon dispatched his orderly to the van of his troops to inquire the reason of their strange behaviour. Whereupon, one of the Captains delivered the following message in a Sierran voice: "Please you go and tell the Generalissimo that we cannot move, for there are two Americans in front who are blocking the way." Of course, it would be scarcely fair to suggest that the Hongkong Scouts might give a similar performance under similar conditions.

THE SHIP BUILDERS' LOCK OUT.

The news that 60,000 ship-builders had been locked out by their employers owing to labour disputes must have been received locally with feelings akin to dismay by our own shipping people, for although local shipbuilding will be greatly benefited by reason of the reduction in the ship-owners of the United Kingdom, there is a singular cohesion among the work-people employed in the world's great ship-building yards. We know what shipping means to Hongkong and if once the work-people employed at the great centres of the shipping trade the world over unite in a tremendous force against their employers with a view to ameliorating their conditions, I dread to contemplate the awful ruin which must surely attend such a course. Indeed, it would be difficult to foresee any other result but a serious attack on the world's shipping. Perhaps I may be accused of being needlessly alarmed by the results of possessing a vivid imagination. But that is not my fault; it is a fact that we must never have to face such a hideous nightmare. Mere contracts are scarcely sufficient to avert such a dreadful catastrophe, for contracts like promises are made to be broken. The present trouble only intensifies the difficulties attendant upon labour problems.

THE SPY SCARE.

The popular idea that there are always men to be found who are ever ready to sketch important fortifications of other nations is once more in vogue. Recently a most sensational "news" was created in Hongkong and Manila by the presence and arrest of alleged spies, but this sort of thing is apparently not confined to the circumscribed limits of the Far Eastern ports, for it now appears that only the other day two Englishmen were arrested in Germany for making no less than a plan of certain fortifications. But the peculiar part of the affair is that by way of consolidating the action of the German military authorities, as it were, in detaching the English officers, the powers that be at Portsmouth had a German officer arrested for a similar offence almost simultaneously. The two incidents are distinctly unfortunate at the present moment, when feeling of respect of national armaments runs pretty high. However, there is the possibility of a technical blunder having been committed. A full enquiry, I hope, has this to have been the case. What the result of it all is going to be nobody can yet predict.

A KAISER ANECDOTE.

Appropos Count Zeppelin's latest feat, a good Kaiser story is being told. Recently the Kaiser invited prominent Berlin citizens to a banquet at the Palace in Berlin. They happened to be the same guests whom, on a similar previous occasion, he had induced to subscribe large sums for Count Zeppelin's projects. The Kaiser was in the highest spirits, laughing and jailing the guests with small talk and was hardly able to raise a wry smile even at the Emperor's earnest efforts. The Kaiser then turned to the guests and asked: "What are you doing for me?" One of the guests replied: "We are doing nothing for you, but we are doing everything for the Kaiser." The Kaiser then turned to the guests and asked: "What are you doing for me?" One of the guests replied: "We are doing nothing for you, but we are doing everything for the Kaiser." The Kaiser then turned to the guests and asked: "What are you doing for me?" One of the guests replied: "We are doing nothing for you, but we are doing everything for the Kaiser."

RIGHT OF REACTION TO BE SOLD BY
AUCTION.

Government, pending the determination of the Commission on the expiry of the said term of years, no compensation will be paid to the said person and he will be required to remove the

10th September, 1 p.m.

with no business picking. Shells continue downward career and close weak with sellers at $7\frac{1}{2}$.

G. R.
TENDERS.

SOMETHIN

THE
DAIBY FARM CO.
LIMITED.

ASAHI
ASAHI
ASAHI
and
SAPPORO
SAPPORO
SAPPORO
BEER.



AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:

4 Doz. Quarts \$12.00 per case
8 Doz. Pints \$13.50 " "

OF ALL
WINE
MERCHANTS

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.

ATTORNEY, etc.,
Undertaken and Executed.

in drinking the cheapest and most agreeable Table Mineral Water.

"COUZAN GATIER
approved by the French Faculty
of Medicine.

Large Bottles	\$2.30
Dzen	3.25
Case 50 Bottles.....	15.50
" 60 "	15.80

SOLE AGENTS :
"FRENCH STORE."
HONGKONG, 18th July

that appeals to everyone.

Bottled with Natural Gas from famous Rhine
Mineral Springs.

In crown-cork bottles (Splits) at

25 cents per dozen.

(Bottles to be returned or charged for at 35 cents per dozen.)

Absolutely the cheapest and best Mineral Water
on the Market

Try it and convince yourself of its superiority.

H. PRICE & COMPANY LTD

12, Queen's Road Central

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"BLOEMFONTEIN,"
Captain Paterson, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on MONDAY, 12th inst., at 2.30 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 5th September, 1910. [188]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 5th September, 1910. [14]

TO-MORROW.

St. John's Cathedral.

16th Sunday after Trinity, 11th September.

Holy Communion 8.15 a.m.

Matins 11 a.m. Responses: Festal, Venite.

Elvay, Psalms: Tulle, Macarion and Tulle.

To Deum: Woodward, "merit and Tulle."

Jubilate: Goodson, 1st, 2nd, 3rd, 4th, and 5th.

National Anthem.

N.B.—Psalms 50 Verses 3, 4, 10, 11 in union.

"57," "58," "59," "60," "61," "62," "63," "64," "65," "66," "67," "68," "69," "70," "71," "72," "73," "74," "75," "76," "77," "78," "79," "80," "81," "82," "83," "84," "85," "86," "87," "88," "89," "90," "91," "92," "93," "94," "95," "96," "97," "98," "99," "100," "101," "102," "103," "104," "105," "106," "107," "108," "109," "110," "111," "112," "113," "114," "115," "116," "117," "118," "119," "120," "121," "122," "123," "124," "125," "126," "127," "128," "129," "130," "131," "132," "133," "134," "135," "136," "137," "138," "139," "140," "141," "142," "143," "144," "145," "146," "147," "148," "149," "150," "151," "152," "153," "154," "155," "156," "157," "158," "159," "160," "161," "162," "163," "164," "165," "166," "167," "168," "169," "170," "171," "172," "173," "174," "175," "176," "177," "178," "179," "180," "181," "182," "183," "184," "185," "186," "187," "188," "189," "190," "191," "192," "193," "194," "195," "196," "197," "198," "199," "200," "201," "202," "203," "204," "205," "206," "207," "208," "209," "210," "211," "212," "213," "214," "215," "216," "217," "218," "219," "220," "221," "222," "223," "224," "225," "226," "227," "228," "229," "230," "231," "232," "233," "234," "235," "236," "237," "238," "239," "240," "241," "242," "243," "244," "245," "246," "247," "248," "249," "250," "251," "252," "253," "254," "255," "256," "257," "258," "259," "260," "261," "262," "263," "264," "265," "266," "267," "268," "269," "270," "271," "272," "273," "274," "275," "276," "277," "278," "279," "280," "281," "282," "283," "284," "285," "286," "287," "288," "289," "290," "291," "292," "293," "294," "295," "296," "297," "298," "299," "300," "301," "302," "303," "304," "305," "306," "307," "308," "309," "310," "311," "312," "313," "314," "315," "316," "317," "318," "319," "320," "321," "322," "323," "324," "325," "326," "327," "328," "329," "330," "331," "332," "333," "334," "335," "336," "337," "338," "339," "340," "341," "342," "343," "344," "345," "346," "347," "348," "349," "350," "351," "352," "353," "354," "355," "356," "357," "358," "359," "360," "361," "362," "363," "364," "365," "366," "367," "368," "369," "370," "371," "372," "373," "374," "375," "376," "377," "378," "379," "380," "381," "382," "383," "384," "385," "386," "387," "388," "389," "390," "391," "392," "393," "394," "395," "396," "397," "398," "399," "400," "401," "402," "403," "404," "405," "406," "407," "408," "409," "410," "411," "412," "413," "414," "415," "416," "417," "418," "419," "420," "421," "422," "423," "424," "425," "426," "427," "428," "429," "430," "431," "432," "433," "434," "435," "436," "437," "438," "439," "440," "441," "442," "443," "444," "445," "446," "447," "448," "449," "450," "451," "452," "453," "454," "455," "456," "457," "458," "459," "460," "461," "462," "463," "464," "465," "466," "467," "468," "469," "470," "471," "472," "473," "474," "475," "476," "477," "478," "479," "480," "481," "482," "483," "484," "485," "486," "487," "488," "489," "490," "491," "492," "493," "494," "495," "496," "497," "498," "499," "500," "501," "502," "503," "504," "505," "506," "507," "508," "509," "510," "511," "512," "513," "514," "515," "516," "517," "518," "519," "520," "521," "522," "523," "524," "525," "526," "527," "528," "529," "530," "531," "532," "533," "534," "535," "536," "537," "538," "539," "540," "541," "542," "543," "544," "545," "546," "547," "548," "549," "550," "551," "552," "553," "554," "555," "556," "557," "558," "559," "560," "561," "562," "563," "564," "565," "566," "567," "568," "569," "570," "571," "572," "573," "574," "575," "576," "577," "578," "579," "580," "581," "582," "583," "584," "585," "586," "587," "588," "589," "590," "591," "592," "593," "594," "595," "596," "597," "598," "599," "600," "601," "602," "603," "604," "605," "606," "607," "608," "609," "610," "611," "612," "613," "614," "615," "616," "617," "618," "619," "620," "621," "622," "623," "624," "625," "626," "627," "628," "629," "630," "631," "632," "633," "634," "635," "636," "637," "638," "639," "640," "641," "642," "643," "644," "645," "646," "647," "648," "649," "650," "651," "652," "653," "654," "655," "656," "657," "658," "659," "660," "661," "662," "663," "664," "665," "666," "667," "668," "669," "670," "671," "672," "673," "674," "675," "676," "677," "678," "679," "680," "681," "682," "683," "684," "685," "686," "687," "688," "689," "690," "691," "692," "693," "694," "695," "696," "697," "698," "699," "700," "701," "702," "703," "704," "705," "706," "707," "708," "709," "710," "711," "712," "713," "714," "715," "716," "717," "718," "719," "720," "721," "722," "723," "724," "725," "726," "727," "728," "729," "730," "731," "732," "733," "734," "735," "736," "737," "738," "739," "740," "741," "742," "743," "744," "745," "746," "747," "748," "749," "750," "751," "752," "753," "754," "755," "756," "757," "758," "759," "760," "761," "762," "763," "764," "765," "766," "767," "768," "769," "770," "771," "772," "773," "774," "775," "776," "777," "778," "779," "780," "781," "782," "783," "784," "785," "786," "787," "788," "789," "790," "791," "792," "793," "794," "795," "796," "797," "798," "799," "800," "801," "802," "803," "804," "805," "806," "807," "808," "809," "810," "811," "812," "813," "814," "815," "816," "817," "818," "819," "820," "821," "822," "823," "824," "825," "826," "827," "828," "829," "830," "831," "832," "833," "834," "835," "836," "837," "838," "839," "840," "841," "842," "843," "844," "845," "846," "847," "848," "849," "850," "851," "852," "853," "854," "855," "856," "857," "858," "859," "860," "861," "862," "863," "864," "865," "866," "867," "868," "869," "870," "871," "872," "873," "874," "875," "876," "877," "878," "879," "880," "881," "882," "883," "884," "885," "886," "887," "888," "889," "890," "891," "892," "893," "894," "895," "896," "897," "898," "899," "900," "901," "902," "903," "904," "905," "906," "907," "908," "909," "910," "911," "912," "913," "914," "915," "916," "917," "918," "919," "920," "921," "922," "923," "924," "925," "926," "927," "928," "929," "930," "931," "932," "933," "934," "935," "936," "937," "938," "939," "940," "941," "942," "943," "944," "945," "946," "947," "948," "949," "950," "951," "952," "953," "954," "955," "956," "957," "958," "959," "960," "961," "962," "963," "964," "965," "966," "967," "968," "969," "970," "971," "972," "973," "974," "975," "976," "977," "978," "979," "980," "981," "982," "983," "984," "985," "986," "987," "988," "989," "990," "991," "992," "993," "994," "995," "996," "997," "998," "999," "1000," "1001," "1002," "1003," "1004," "1005," "1006," "1007," "1008," "1009," "1010," "1011," "1012," "1013," "1014," "1015," "1016," "1017," "1018," "1019," "1020," "1021," "1022," "1023," "1024," "1025," "1026," "1027," "1028," "1029," "1030," "1031," "1032," "1033," "1034," "1035," "1036," "1037," "1038," "1039," "1040," "1041," "1042," "1043," "1044," "1045," "1046," "1047," "1048," "1049," "1050," "1051," "1052," "1053," "1054," "1055," "1056," "1057," "1058," "1059," "1060," "1061," "1062," "1063," "1064," "1065," "1066," "1067," "1068," "1069," "1070," "1071," "1072," "1073," "1074," "1075," "1076," "1077," "1078," "1079," "1080," "1081," "1082," "1083," "1084," "1085," "1086," "1087," "1088," "1089," "1090," "1091," "1092," "1093," "1094," "1095," "1096," "1097," "1098," "1099," "1100," "1101," "1102," "1103," "1104," "1105," "1106," "1107," "1108," "1109," "1110," "1111," "1112," "1113," "1114," "1115," "1116," "1117," "1118," "1119," "1120," "1121," "1122," "1123," "1124," "1125," "1126," "1127," "1128," "1129," "1130," "1131," "1132," "1133," "1134," "1135," "1136," "1137," "1138," "1139," "1140," "1141," "1142," "1143," "1144," "1145," "1146," "1147," "1148," "1149," "1150," "1151," "1152," "1153," "1154," "1155," "1156," "1157," "1158," "1159," "1160," "1161," "1162," "1163," "1164," "1165," "1166," "1167," "1168," "1169," "1170," "1171," "1172," "1173," "1174," "1175," "1176," "1177," "1178," "1179," "1180," "1181," "1182," "1183," "1184," "1185," "1186," "1187," "1188," "1189," "1190," "1191," "1192," "1193," "1194," "1195," "1196," "1197," "1198," "1199," "1200," "1201," "1202," "1203," "1204," "1205," "1206," "1207," "1208," "1209," "1210," "1211," "1212," "1213," "1214," "1215," "1216," "1217," "1218," "1219," "1220," "1221," "1222," "1223," "1224," "1225," "1226," "1227," "1228," "1229," "1230," "1231," "1232," "1233," "1234," "1235," "1236," "1237," "1238," "1239," "1240," "1241," "1242," "1243," "1244," "1245," "1246," "1247," "1248," "1249," "1250," "1251," "1252," "1253," "1254," "1255," "1256," "1257," "1258," "1259," "1260," "1261," "1262," "1263," "1264," "1265," "1266," "1267," "1268," "1269," "1270," "1271," "1272," "1273," "1274," "1275," "1276," "1277," "1278," "1279," "1280," "1281," "1282," "1283," "1284," "1285," "1286," "1287," "1288," "1289," "1290," "1291," "1292," "1293," "1294," "1295," "1296," "1297," "1298," "1299," "1300," "1301," "1302," "1303," "1304," "1305," "1306," "1307," "1308," "1309," "1310," "1311," "1312," "1313," "1314," "1315," "1316," "1317," "1318," "1319," "1320," "1321," "1322," "1323," "1324," "1325," "1326," "1327," "1328," "1329," "1330," "1331," "1332," "1333," "1334," "1335," "1336," "1337," "1338," "1339," "1340," "1341," "1342," "1343," "1344," "1345," "1346," "1347," "1348," "1349," "1350," "1351," "1352," "1353," "1354," "1355," "1356," "1357," "1358," "1359," "1360," "1361," "1362," "1363," "1364," "1365," "1366," "1367," "1368," "1369," "1370," "1371," "1372," "1373," "1374," "1375," "1376," "1377," "1378," "1379," "1380," "1381," "1382," "1383," "1384," "1385," "1386," "1387," "1388," "1389," "1390," "1391," "1392," "1393," "1394," "1395," "1396," "1397," "1398," "1399," "1400," "1401," "1402," "1403," "1404," "1405," "1406," "1407," "1408," "1409," "1410," "1411," "1412," "1413," "1414," "1415," "1416," "1417," "1418," "1419," "1420," "1421," "1422," "1423," "1424," "1425," "1426," "1427," "1428," "1429," "1430," "1431," "1432," "1433," "1434," "1435," "1436," "1437," "1438," "1439," "1440," "1441," "1442," "1443," "1444," "1445," "1446," "1447," "1448," "1449," "1450," "1451," "1452," "1453," "1454," "1455," "1456," "1457," "1458," "1459," "1460," "1461," "1462," "1463," "1464," "1465," "1466," "1467," "1468," "1469," "1470," "1471," "1472," "1473," "1474," "1475," "1476," "1477," "1478," "1479," "1480," "1481," "1482," "1483," "1484," "1485," "1486," "1487," "1488," "1489," "1490," "1491," "1492," "1493," "1494," "1495," "1496," "1497," "1498," "1499," "1500," "1501," "1502," "1503," "1504," "1505," "1506," "1507," "1508," "1509," "1510," "1511," "1512," "1513," "1514," "1515," "1516," "1517," "1518," "1519," "1520," "1521," "1522," "1523," "1524," "1525," "1526," "1527," "1528," "1529," "1530," "1531," "1532," "1533," "1534," "1535," "1536," "1537," "1538," "1539," "1540," "1541," "1542," "1543," "1544," "1545," "1546," "1547," "1548," "1549," "1550," "1551," "1552," "1553," "1554," "1555," "1556," "1557," "1558," "1559," "1560," "1561," "1562," "1563," "1564," "1565," "1566," "1567," "1568," "1569," "1570," "1571," "1572," "1573," "1574," "1575," "1576," "1577," "1578," "1579," "1580," "1581," "1582," "1583," "1584," "1585," "1586," "1587," "1588," "1589," "1590," "1591," "1592," "1593," "1594," "1595," "1596," "1597," "1598," "1599," "1600," "1601," "1602," "1603," "1604," "1605," "1606," "1607," "1608," "1609," "1610," "1611," "1612," "1613," "1614," "1615," "1616," "1617," "1618," "1619," "1620," "1621," "1622," "1623," "1624," "1625," "1626," "1627," "1628," "1629," "1630," "1631," "1632," "1633," "1634," "1635," "1636," "1637," "1638," "1639," "1640," "1641," "1642," "1643," "1644," "1645," "1646," "1647," "1648," "1649," "1650," "1651," "1652," "1653," "1654," "1655," "1656," "1657," "1658," "1659," "1660," "1661," "1662," "1663," "1664," "1665," "1666," "1667," "1668," "1669," "1670," "1671," "1672," "1673," "1674," "1675," "1676," "1677," "1678," "1679," "1680," "1681," "1682," "1683," "1684," "1685," "1686," "1687," "1688," "1689," "1690," "1691," "1692," "1693," "1694," "1695," "1696," "1697," "1698," "1699," "1700," "1701," "1702," "1703," "1704," "1705," "1706," "1707," "1708," "1709," "1710," "1711," "1712," "1713," "1714," "1715," "1716," "1717," "1718," "1719," "1720," "1721," "1722," "1723," "1724," "1725," "1726," "1727," "1728," "1729," "1730," "1731," "1732," "1733," "1734," "1735," "1736," "1737," "1738," "1739," "1740," "1741," "1742," "1743," "1744," "1745," "1746," "1747," "1748," "1749," "1750," "1751," "1752," "1753," "1754," "1755," "1756," "1757," "1758," "1759," "1760," "1761," "1762," "1763," "1764," "1765," "1766," "1767," "1768," "1769," "1770," "1771," "1772," "1773," "1774," "1775," "1776," "1777," "1778," "1779," "1780," "1781," "1782," "1783," "1784," "1785," "1786," "1787," "1788," "1789," "1790," "1791," "1792," "1793," "1794," "1795," "1796," "1797," "1798," "1799," "1800," "1801," "1802," "1803," "1804," "1805," "1806," "1807," "1808," "1809," "1810," "1811," "1812," "1813," "1814," "1815," "1816," "1817," "1818," "1819," "1820," "1821," "1822," "1823," "1824," "1825," "1826," "1827," "1828," "1829," "1830," "1831," "1832," "1833," "1834," "1835," "1836," "1837," "1838," "1839," "1840," "1841," "1842," "1843," "1844," "1845," "1846," "1847," "1848," "1849," "1850," "1851," "1852," "1853," "1854," "1855," "1856," "1857," "1858," "1859," "1860," "1861," "1862," "1863," "1864," "1865," "1866," "1867," "1868," "1869," "1870," "1871," "1872," "1873," "1874," "1875," "1876," "1877," "1878," "1879," "1880," "1881," "1882," "1883," "1884," "1885," "1886," "1887," "1888," "1889," "1890," "1891," "1892," "1893," "1894," "1895," "1896," "1897," "1898," "1899," "1900," "1901," "1902," "1903," "1904," "1905," "1906," "1907," "1908," "1909," "1910," "1911," "1912," "1913," "1914," "1915," "1916," "1917," "1918," "1919," "1920," "1921," "1922," "1923," "1924," "1925," "1926," "1927," "1928," "1929," "1930," "1931," "1932," "1933," "1934," "1935," "1936," "1937," "1938," "1939," "1940," "1941," "1942," "1943," "1944," "1945," "1946," "1947," "1948," "1949," "1950," "1951," "1952," "1953," "1954," "1955," "1956," "1957," "1958," "1959," "1960," "1961," "1962," "1963," "1964," "1965," "1966," "1967," "1968," "1969," "1970," "1971," "1972," "1973," "1974," "1975," "1976," "1977," "1978," "1979," "1980," "1981," "1982," "1983," "1984," "1985," "1986," "1987," "1988," "1989," "1990," "1991," "1992," "1993," "199

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 \$1,500,000 \$1,500,000	\$2,025,928	2 1/2% for half year ending 31.12.09 @ 5% 1/2% = \$15.11	\$930 buyers \$88 1/2 ex div.
National Bank of China, Limited	99,925	£7	£6	£4,000 \$10,000	\$10,352	\$2 (London 3/6) for 1909	\$76 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	6% \$185 buyers
North China Insurance Company, Limited	10,000	£15	£5	£1,500,000 \$1,500,000 \$1,500,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5% Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	£1,500,000 \$1,500,000 \$1,500,000	\$257,924	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6% \$835 sellers
Yantai Insurance Association, Limited	12,000	\$100	\$60	£1,500,000 \$1,500,000 \$1,500,000	17-7-517	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7% \$205
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	£1,500,000 \$1,500,000 \$1,500,000	\$438,406	\$6 and bonus \$2 for 1908	1% \$114 buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	£1,500,000 \$1,500,000 \$1,500,000	\$426,218	\$27 for 1908	8% \$355 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	20,000	\$25	\$25	£1,500,000 \$1,500,000 \$1,500,000	Dr. \$3,777	5% for 1906	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	£1,500,000 \$1,500,000 \$1,500,000	Nil	2 1/2% for year ending 30.6.1908	\$16 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	£1,500,000 \$1,500,000 \$1,500,000	\$20,765	Dividend of \$1 1/2 for 30.6.10	8% \$32 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£1,500,000 \$1,500,000 \$1,500,000	£1,537.82	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 35. 154	\$60
Do. (Deferred)	60,000	£5	£5	£1,500,000 \$1,500,000 \$1,500,000	£1,537.82	3rd in. of 3/- per sh. (coup. No. 12) making in all 4/- for 1908 and interim of 1/- for ac. '09	5% 87 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,500,000 \$1,500,000 \$1,500,000	\$1,537.82	A dividend of 7% for yr. ending 30.4. 1910	3% \$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	£1,500,000 \$1,500,000 \$1,500,000	\$1,537.82	A bonus of 5% for yr. ending 30.4. 1910	4 1/2% \$11 sellers
REFINERIES.							
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	£1,500,000 \$1,500,000 \$1,500,000	Dr. \$8,000	\$10 per share for 1909	6% \$160 s. ex div.
Larson Sugar Refining Co., Ltd.	7,000	\$100	\$100	£1,500,000 \$1,500,000 \$1,500,000	Dr. \$135,336	\$2 for 1897	\$25 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	£1,500,000 \$1,500,000 \$1,500,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	Tls. 800 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,500,000 \$1,500,000 \$1,500,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9% Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	£1,500,000 \$1,500,000 \$1,500,000	none	First year	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,500,000 \$1,500,000 \$1,500,000	none	\$4 per share 19th dividend	5% \$74 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	£1,500,000 \$1,500,000 \$1,500,000	none	Final of Gold \$6.65 for 1909 in all G \$1.15	4 1/2% \$91 sellers
Docks, Wharves & Godowns.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	£1,500,000 \$1,500,000 \$1,500,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	\$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	£1,500,000 \$1,500,000 \$1,500,000	\$264,847	\$2 1/2 for 1909	4 1/2% \$534 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	£1,500,000 \$1,500,000 \$1,500,000	\$138,715	No dividend paid this year	\$50 1/2
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	£1,500,000 \$1,500,000 \$1,500,000	Tls. 6.46 1/2	Final of Tls. 3 making Tls. 6 in all for '09/10	6 1/2% Tls. 75
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	£1,500,000 \$1,500,000 \$1,500,000	Tls. 9.222	Interim of Tls. 3 for 1910	7% Tls. 112 ex div.
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	£1,500,000 \$1,500,000 \$1,500,000	Tls. 4.314	Tls. 6 for year ending 29.2.09	3 1/2% Tls. 100 buyers
Central Stores, Limited	50,123	\$15	\$15	£1,500,000 \$1,500,000 \$1,500,000	\$24,000	\$1.20 on old and 60 cents on first new issue.	8% \$104 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	£1,500,000 \$1,500,000 \$1,500,000	\$27,377	\$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	4% \$32 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	£1,500,000 \$1,500,000 \$1,500,000	\$27,377	Final of \$1 making 47 for year end. 31.12.09	7% 101 b. & 102/101 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$2,471	45 cents for 1909	6% \$8 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	£1,500,000 \$1,500,000 \$1,500,000	\$2,471	\$2 1/2 for 1909	8 1/2% \$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	£1,500,000 \$1,500,000 \$1,500,000	Tls. 62,969	Interim of Tls. 3 for 1910	6 1/2% Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	£1,500,000 \$1,500,000 \$1,500,000	\$1,958	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2% \$59 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	£1,500,000 \$1,500,000 \$1,500,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2% Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$8,151	50 cents for year ending 31.7.08	10% \$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	£1,500,000 \$1,500,000 \$1,500,000	Tls. 5,872	Tls. 7 1/2 for year ending 30.6.09	12% Tls. 55
Lao-nung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	£1,500,000 \$1,500,000 \$1,500,000	Tls. 4,829	Tls. 6 for 1909	7% Tls. 55
Say Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	£1,500,000 \$1,500,000 \$1,500,000	Tls. 11,172	Tls. 25 for 1909	10% Tls. 300
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500,000 \$1,500,000 \$1,500,000	£2,048	15% per share for 1908	8% \$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	£1,500,000 \$1,500,000 \$1,500,000	\$2,048	60 cents for 1909	6% \$8 buyers
China Light and Power Company, Limited	50,000	\$12	\$12	£1,500,000 \$1,500,000 \$1,500,000	\$2,048	60 cents for year ended 31.12.08	\$1.40
China Portland Cement & Mortgage Company, Ltd.	125,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$2,048	60 cents for 1909	9% \$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	£1,500,000 \$1,500,000 \$1,500,000	\$1,500	\$1.20 for year ending 31.7.09	6 1/2% \$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$670	Final of 40 cents making in all 75 cents per share for 1909	10% \$4.90
H. Price & Company, Limited	12,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$12,798	14 per cent. viz. \$1.40 for 1909	12% \$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$7,616	A dividend of \$1.20 per share and a bonus of 10 cents	6% \$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	£1,500,000 \$1,500,000 \$1,500,000	\$9,170	Final of \$8 for 1909	6% \$135
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	Tls. 316,682	Final of \$1 making in all \$2 for 1909	6% \$21
Maatschappij van Nijl, Bosch en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	£1,500,000 \$1,500,000 \$1,500,000	Tls. 6,824	Interim dividend of Tls. 1 1/2 15th March	5% Tls. 1,250
Peak Tramways Company, Limited	25,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2% \$14 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	Pa. 16,640	None	5 1/2% \$14 sellers
Philippine Company, Limited	75,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	Tls. 2,482	No dividend this year	2% Tls. 155
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	£1,500,000 \$1,500,000 \$1,500,000	Tls. 5,250	First year	\$20 sellers
Societe des Pulpes et Papeteries du Tonkin	13,300	Benefit shares	25 Malpous Nominal	£1,500,000 \$1,500,000 \$1,500,000	none	None	\$200 Hong currency
South China Moring Post, Limited	5,000	\$25	\$25	£1,500,000 \$1,500,000 \$1,500,000	Dr. \$12,096	None	\$25 sales
Steam Laundry Company, Limited	20,000	\$25	\$25	£1,500,000 \$1,500,000 \$1,500,000	\$12,096	10% for year ending 31st May 1910	\$25 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$4,600	60 cents for year ending 31.12.08	8% \$3 buyers
United Asbestos Oriental Agency, Limited	20,000	\$10	\$5	£1,500,000 \$1,500,000 \$1,500,000	\$4,600	60 cents per ord. share for year ending 31.5.09	5% \$11 1/2 sellers
Watson, Limited	10,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$1,041	25 cents for 1909	11% \$3 1/2
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	£1,500,000 \$1,500,000 \$1,500,000	\$1,041	5% for 1909	\$3 1/2 sellers
William Powell, Limited	15,000	\$7	\$7	£1,500,000 \$1,500,000 \$1,500,000	\$788	None	\$1 1/2 sales & b.

Hotels.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

[499]

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta
Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 11th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

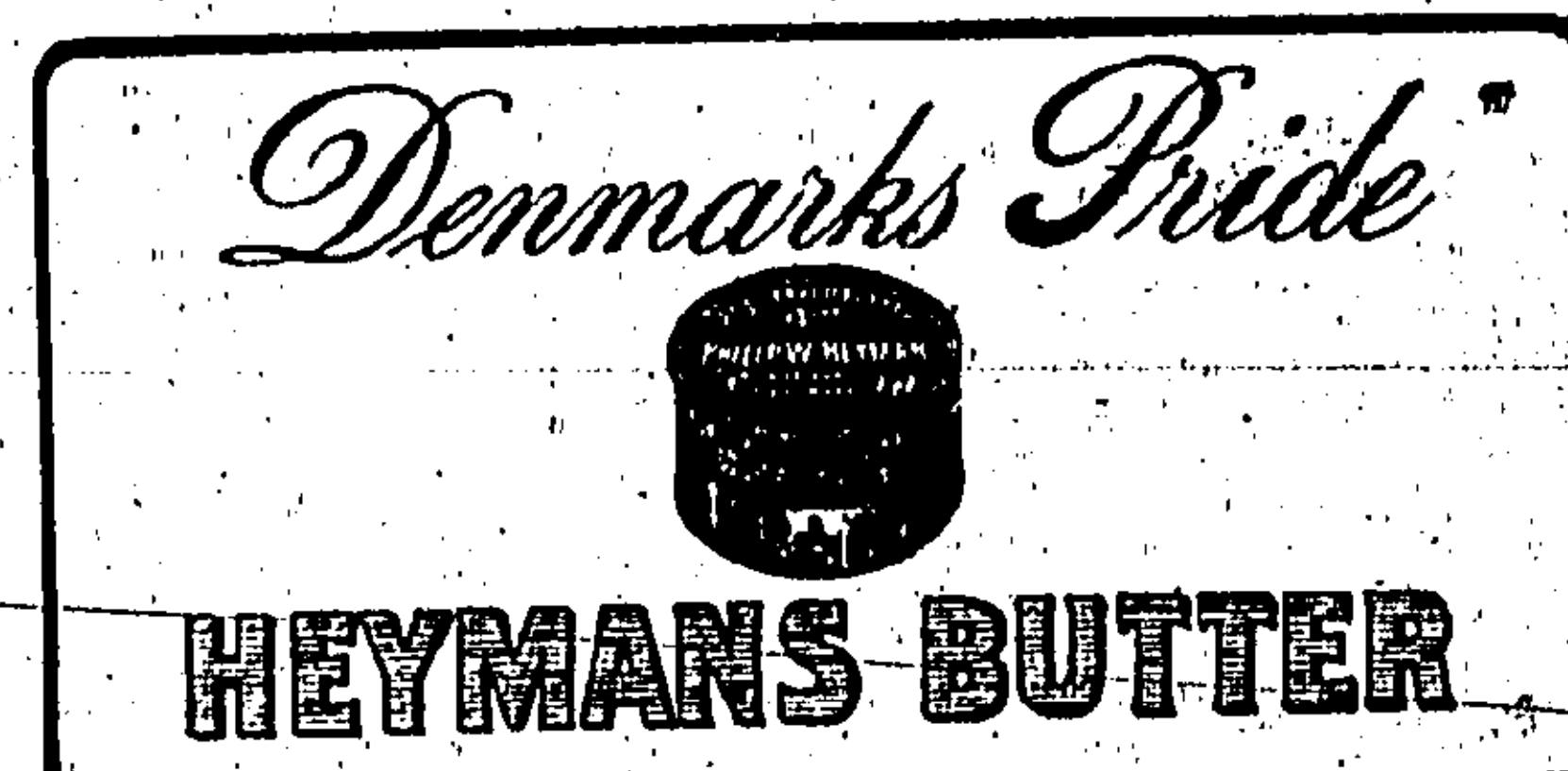
All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 6th September, 1910.

[50]

Intimations



SIEMSEN & CO., Sole Agents.

49

NEW SHOP
JUST OPENED!!DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OFRARE JEWELS,
&c., &c., &c.MOHIDEEN &
CO.Dealers in
CEYLON PRECIOUS
STONES, &c.,38 & 40, QUEEN'S ROAD
CENTRAL.

Hongkong, 12th May, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the
rate of Subscription to the Hongkong
Telegraph (daily and weekly issues) will be as
follows:—

DAILY—\$16 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, pro-
portioned to the number of issues, for any period less
than one month will be charged as for a full
month.The daily issue is delivered free when the
address is accessible to messenger. Post
subscribers can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.20
per quarter is charged for postage.The postage on the weekly issue to any part
of the world is 30 cents per quarter.Single Copies, Daily, 10c. Weekly,
Twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary
subscribers at any time.

By Order, THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 12th October, 1910.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS.

1.45 p.m. and 9 p.m. to 11.15 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 1.15 p.m., 11.15 p.m. and
11.45 p.m.

SPECIAL CARS for Arrangements at the
Company's Office, ALBANY ROAD, HONGKONG.
See View Road Central.

JOHN D. HUMPHREYS & SON

General Manager.

Established 1st April 1908.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

CHINESE-MADE AND ART DECORATION
from Shanghai, his reception hall
FURNITURE STORE

No. 39, DES VERTS ROAD CENTRAL.
The only Shop in Hongkong with this name